



THE CITY OF SAN DIEGO

ENVIRONMENTAL IMPACT REPORT

Project No. 424475
SCH No. 2015121066

SUBJECT: TOWN AND COUNTRY: The project is requesting a GENERAL PLAN AMENDMENT, a COMMUNITY PLAN AMENDMENT to the Mission Valley Community Plan, an ATLAS SPECIFIC PLAN AMENDMENT, a REZONE, a VESTING TENTATIVE MAP, a MASTER PLANNED DEVELOPMENT PERMIT (MPDP) to amend Planned Commercial Development (PCD) No. 88-0585; a SITE DEVELOPMENT PERMIT (SDP) to amend SDP No. 400602 and CONDITIONAL USE PERMIT (CUP) to amend CUP No. 88-0585; and various EASEMENT VACATIONS to construct a mixed-use transit oriented development through the consolidation, renovation, and infill development of the existing Town and Country Hotel through a Master Plan that would establish three districts: Park District, Residential District, and Hotel District. The Master Plan elements include a renovation of portions of the hotel and convention buildings while demolishing other structures to accommodate construction of new hotel facilities and residential uses. The hotel capacity would be reduced from 954 to 700 guest rooms and the conference facilities would be reduced from 212,762 to 177,137 square feet. The Residential District would demolish 27 structures and surface parking and construct 840 multi-dwelling units within four six and seven-story structures and associated parking structures. The Park District would include a 3.84 3.31-acre passive public park, the restoration and enhancement of existing habitat, and development of a 14-foot-wide river pathway. Various site improvements would also be constructed that include associated hardscape (surface parking, driveways, and walkways) retaining walls, and landscape. Various deviations are being requested from the development regulations. The 39.7-acre project site is located at 500 Hotel Circle North. The parcel is designated Commercial Recreation within the Mission Valley Community Plan. The site is zoned OF-1-1 along the northern portion of the site and MVPD-M/SP (per the Atlas Specific Plan) for the remainder of the developed site. Additionally, the project site is within the Residential Tandem Parking Overlay Zone, the Transit Area Overlay Zone, Airport Land Use Compatibility Overlay Zone for Montgomery Field, the Airport Influence Area (AIA) for San Diego International Airport (SDIA) and Montgomery Field (Review Area 2), the Federal Aviation Administration Part 77 Notification Area for the SDIA and Montgomery Field, and the Mission Valley Community Plan area. (LEGAL DESCRIPTION: The Boundary of those Portions of Lot 4 of Partition of Pueblo Lot 1105 Referee's map No. 1029, Together with that Portion of Lot 2 Map 3755, Together with Lot 1 Map 6274, Together with Lots 1 and 2 Map 5671). Applicant: Lowe Enterprises Real Estate.

UPDATE: May 30, 2017. Subsequent to circulation of the draft Environmental Impact Report (EIR) for public review, the project was redesigned to avoid wetland impacts and the final environmental document has been modified accordingly. Other areas where a number of revisions were made include: Greenhouse Gas Emissions (GHG) section was revised to reflect the project's consistency with the City's Climate Action Plan Consistency Checklist; revised Mitigation Monitoring and Reporting Program text. Additional clarifications/revisions, typographical corrections, and additional information have been added to this document, in response to comments submitted when compared to the draft EIR.

In accordance with the California Environmental Quality Act Section 15088.5, the addition of new information that clarifies, amplifies, or makes insignificant modifications and would not result in new impacts or no new mitigation does not require recirculation.

Pursuant to Section 15088.5(a) of the CEQA Guidelines: "Significant new information" requiring recirculation includes, for example, a disclosure or additional data or other information showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The modifications made in the final environmental document do not affect the analysis or conclusions of the Environmental Impact Report. All revisions are shown in a ~~striketrough~~ and/or underline format.

ENVIRONMENTAL DETERMINATION:

This document has been prepared by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department and is based on the City's independent analysis and conclusions made pursuant to 21082.1 of the California Environmental Quality Act (CEQA) Statutes and Sections 128.0103(a), 128.0103(b) of the San Diego Land Development Code.

Based on the analysis conducted for the project described above, the City of San Diego, as the Lead Agency, has prepared the following Environmental Impact Report. The analysis conducted identified that the project could result in significant impacts to the following issue area(s): Land Use, Transportation/Circulation, Biological Resources, Historical Resources, Air Quality, and Noise.

The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

PUBLIC REVIEW DISTRIBUTION:

The following agencies, organizations, and individuals received a copy or notice of the draft Environmental Impact Report and were invited to comment on its accuracy and sufficiency. Copies of the Environmental Impact Report, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the offices of the Development Services Department, or purchased for the cost of reproduction.

FEDERAL GOVERNMENT

U.S. Fish and Wildlife Service (23)

State of California

Caltrans, District 11 (31)

California Department of Fish and Wildlife (32)

State Clearinghouse (46A)

California Transportation Commission (51)

California Department of Transportation (51A)

California Department of Transportation (51B)

Native American Heritage Commission (56)

CITY OF SAN DIEGO

Mayor's Office (91)

Councilmember Bry, District 1 (MS 10A)

Councilmember Zapf, District 2 (MS 10A)

Councilmember Ward, District 3 (MS 10A)

Councilmember Cole, District 4 (MS 10A)

Councilmember Kersey, District 5 (MS 10A)

Councilmember Cate, District 6 (MS 10A)

Councilmember Sherman, District 7 (MS 10A)

Councilmember Alvarez, District 8 (MS 10A)

Councilmember Gomez, District 9 (MS 10A)

CITY OF SAN DIEGO - CONTINUED

Development Services Department

EAS

Transportation

Engineering

Geology

Landscaping

Planning Review

Project Manager

Planning Department

Park and Recreation

Plan-Airport

Plan-Facilities Financing

Plan-Historic

Plan-Long Range Planning

Plan-MSCP

San Diego Police Department (MS776)

San Diego Fire and Recue (MS603)

Environmental Services Department (MS1102-A)

Transportation Development - DSD (78)

Development Coordination (78A)

Fire and Life Safety Services (79)

Library Department - Government Documents (81)

Central Library (81A)

Mission Valley Branch Library (81R)

Historical Resources Board (87)

Environmental Services (93A)

City Attorney (93C)

OTHER INTERESTED GROUPS, ORGANIZATIONS, AND INDIVIDUALS

San Diego Association of Governments (108)

Metropolitan Transit System (112)

San Diego Gas & Electric (114)

Metropolitan Transit System (115)

San Diego Unified School District (125)

Rancho Santa Ana Botonic Garden at Claremont (161)

The San Diego River Park Foundation (163)

The San Diego River Coalition (164)

Sierra Club (165)

San Diego Canyonlands (165A)

San Diego Natural History Museum (166)

San Diego Audubon Society (167)

San Diego Audubon Society (167A)

San Diego River Conservancy (168)

San Diego Tracking Team (187)

California Native Plant Society (170)

KEA Environmental Inc. (178)

OTHER INTERESTED GROUPS, ORGANIZATIONS, AND INDIVIDUALS - CONTINUED

Citizens Coordinate for Century III (179)
Endangered Habitats League (182A)
Carmen Lucas (206)
South Coastal Information Center (210)
San Diego History Center (211)
San Diego Archaeological Center (212)
Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
Frank Brown – Inter-Tribal Cultural Resources Council (216)
Camp Band of Mission Indians (217)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Heritage Preservation (223)
Kumeyaay Cultural Repatriation Committee (225)
Native American Distribution [Notice Only] (225A-S)
Mission Valley Center Association (328)
Friars Village HOA (328A)
Mary Johnson (328B)
Mission Valley Community Council (328C)
Union Tribune News (329)
Friends of Mission Valley Preserve (330B)
Mission Valley Planning Group (331)
General Manager, Fashion Valley (332)
Gary Akin - San Diego Gas & Electric (381)
The San Diego River Coalition (334)
Peter Casellini, San Diego MTS
Gideon Kracov, Law Office of Gideon Kracov
Cody Elliott, Adams Broadwell Joseph & Cardozo
Mark Polinsky
Tony LoPresti, Altshuler Berzon LLP
Rick Bates, UNITEHERE Local 30
Jim Peugh, Conservation Chair, San Diego Audubon Society
Jesse Colorado Sanhuyser
Todd, Majcher, Lowe Enterprises Real Estate, Applicant
Patti Anders, AECOM, Consultant
Yara Fisher, AECOM, Consultant
Gary Wood, AECOM, Consultant

RESULTS OF PUBLIC REVIEW:

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

- (X) 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.



Kerry M. Santoro
Deputy Director
Development Services Department

August 18, 2016
Date of Draft Report

May 30, 2017
Date of Final Report

Analyst: Shearer-Nguyen

ENVIRONMENTAL IMPACT REPORT

TOWN & COUNTRY PROJECT CITY OF SAN DIEGO, CALIFORNIA

Project No. 424475
SCH No. 2015121066

Prepared for:

City of San Diego
Development Services Department
1222 First Avenue
San Diego, California 92101

~~August 2016~~

May 2017

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
ACRONYMS AND ABBREVIATIONS	xiii
EXECUTIVE SUMMARY	ES-1
CHAPTER 1.0 – INTRODUCTION	1-1
1.1 Project Background.....	1-1
1.2 Environmental Review Process – CEQA Compliance	1-2
1.3 Purpose and Legal Authority	1-4
1.4 Scope and Structure of the EIR.....	1-5
CHAPTER 2.0 – ENVIRONMENTAL SETTING	2-1
2.1 Regional Setting.....	2-1
2.2 Project Location	2-4
2.3 Surrounding Land Uses.....	2-4
2.4 Existing Site Conditions	2-6
2.5 Emergency Services.....	2-7
2.5.1 Police.....	2-7
2.5.2 Fire Safety	2-8
2.6 Library Services	2-8
2.7 School Services	2-8
2.8 Recreational Services.....	2-8
2.9 Planning Context.....	2-9
2.9.1 General Plans and Zoning.....	2-9
2.9.2 Regional Plans	2-16
CHAPTER 3.0 – PROJECT DESCRIPTION	3-1
3.1 Purpose and Objectives of the Project	3-1
3.2 Project Characteristics	3-2
3.2.1 Creation of Three Districts.....	3-2
3.2.2 Vehicular and Pedestrian Access	3-12
3.3 Phasing, Demolition, and Construction	3-14
3.4 Discretionary Items	3-17
3.4.1 Atlas Specific Plan Amendment	3-17
3.4.2 General Plan Amendment	3-17
3.4.3 Mission Valley Community Plan Amendment	3-18
3.4.4 Rezone.....	3-18
3.4.5 Mission Valley Planned Development Ordinance.....	3-18

<u>Section</u>	<u>Page</u>
3.4.6 Master Planned Development Permit and Deviations	3-19
3.4.7 Site Development Permit/Conditional Use Permit	3-24
3.4.8 Vesting Tentative Map.....	3-26
3.4.9 Easement Vacations	3-28
3.4.10 Other Development Permits.....	3-28
3.5 Intended Uses of the EIR	3-28
3.5.1 Other Agencies Expected to Use the EIR	3-28
CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS	4.1-1
4.1 Land Use	4.1-1
4.1.1 Existing Conditions.....	4.1-1
4.1.2 Regulatory Framework	4.1-1
4.1.3 Impact Analysis	4.1-9
4.1.4 Impact Analysis	4.1-33
4.1.5 Impact Analysis	4.1-40
4.1.6 Impact Analysis	4.1-46
4.2 Transportation/Circulation.....	4.2-1
4.2.1 Existing Conditions.....	4.2-1
4.2.2 Regulatory Framework	4.2-8
4.2.3 Impact Thresholds.....	4.2-9
4.2.4 Impact Analysis	4.2-11
4.2.5 Impact Analysis	4.2-30
4.2.6 Impact Analysis	4.2-33
4.2.7 Impact Analysis	4.2-34
4.2.8 Impact Analysis	4.2-37
4.3 Historical Resources	4.3-1
4.3.1 Existing Conditions.....	4.3-1
4.3.2 Regulatory Conditions	4.3-11
4.3.3 Impact Analysis	4.3-17
4.3.4 Impact Analysis	4.3-33
4.3.5 Impact Analysis	4.3-34
4.4 Biological Resources	4.4-1
4.4.1 Existing Conditions.....	4.4-1
4.4.2 Regulatory Framework	4.4-20
4.4.3 Impact Analysis	4.4-25
4.4.4 Impact Analysis	4.4-36
4.4.5 Impact Analysis	4.4-53
4.4.6 Impact Analysis	4.4-67

<u>Section</u>	<u>Page</u>
4.4.7 Impact Analysis	4.4-69
4.4.8 Impact Analysis	4.4-73
4.4.9 Impact Analysis	4.4-75
4.5 Air Quality and Odors.....	4.5-1
4.5.1 Existing Conditions.....	4.5-1
4.5.2 Regulatory Framework	4.5-12
4.5.3 Impact Analysis	4.5-14
4.5.4 Impact Analysis	4.5-16
4.5.5 Impact Analysis	4.5-20
4.5.6 Impact Analysis	4.5-28
4.5.7 Impact Analysis	4.5-29
4.6 Hydrology and Water Quality.....	4.6-1
4.6.1 Existing Conditions.....	4.6-1
4.6.2 Regulatory Framework	4.6-7
4.6.3 Impact Analysis	4.6-20
4.6.4 Impact Analysis	4.6-22
4.6.5 Impact Analysis	4.6-24
4.7 Noise	4.7-1
4.7.1 Existing Conditions.....	4.7-1
4.7.2 Regulatory Framework	4.7-10
4.7.3 Impact Analysis	4.7-11
4.8 Greenhouse Gas Emissions.....	4.8-1
4.8.1 Existing Conditions.....	4.8-1
4.8.2 Regulatory Framework	4.8-6
4.8.3 Impact Analysis	4.8-13
4.8.4 Impact Analysis	4.8-19
4.9 Energy.....	4.9-1
4.9.1 Existing Conditions.....	4.9-1
4.9.2 Regulatory Framework	4.9-2
4.9.3 Impact Analysis	4.9-4
4.10 Geology and Soils.....	4.10-1
4.10.1 Existing Conditions.....	4.10-1
4.10.2 Regulatory Framework	4.10-5
4.10.3 Impact Analysis	4.10-6
4.10.4 Impact Analysis	4.10-12
4.10.5 Impact Analysis	4.10-13
4.11 Visual Effects and Neighborhood Character	4.11-1

<u>Section</u>	<u>Page</u>
4.11.1 Existing Conditions.....	4.11-1
4.11.2 Regulatory Framework	4.11-9
4.11.3 Impact Analysis	4.11-10
4.11.4 Impact Analysis	4.11-16
4.11.5 Impact Analysis	4.11-21
4.11.6 Impact Analysis	4.11-23
4.12 Public Services and Facilities	4.12-1
4.12.1 Existing Conditions.....	4.12-1
4.12.2 Regulatory Framework	4.12-5
4.12.3 Impact Analysis	4.12-7
4.13 Public Utilities	4.13-1
4.13.1 Existing Conditions.....	4.13-1
4.13.2 Regulatory Framework	4.13-3
4.13.3 Impact Analysis	4.13-5
4.13.4 Impact Analysis	4.13-9
4.14 Health and Safety.....	4.14-1
4.14.1 Existing Conditions.....	4.14-1
4.14.2 Regulatory Framework	4.14-10
4.14.3 Impact Analysis	4.14-17
4.14.4 Impact Analysis	4.14-18
4.14.5 Impact Analysis	4.14-19
4.14.6 Impact Analysis	4.14-20
4.14.7 Impact Analysis	4.14-23
4.14.8 Impact Analysis	4.14-25
4.14.9 Impact Analysis	4.14-26
CHAPTER 5.0 – SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES	5-1
CHAPTER 6.0 – GROWTH INDUCEMENT	6-1
CHAPTER 7.0 – CUMULATIVE IMPACTS.....	7-1
7.1 Affected Environment.....	7-2
7.2 Past, Present and Reasonably Foreseeable Projects.....	7-2
7.3 Geographic Scope for Cumulative Impact Analysis.....	7-6
7.4 Cumulative Impacts Found to be Significant.....	7-6
7.4.1 Transportation/Circulation.....	7-6
7.5 Cumulative Impacts Found Not to be Significant.....	7-10
7.5.1 Land Use	7-11

<u>Section</u>	<u>Page</u>
7.5.2 Historical Resources (Archaeological and Built Environment).....	7-13
7.5.3 Biological Resources	7-14
7.5.4 Air Quality and Odors.....	7-18
7.5.5 Hydrology and Water Quality.....	7-19
7.5.6 Noise	7-20
7.5.7 Greenhouse Gas Emissions.....	7-22
7.5.8 Energy	7-23
7.5.9 Geology and Soils	7-24
7.5.10 Visual Effects and Neighborhood Character	7-25
7.5.11 Public Services and Facilities	7-26
7.5.12 Public Utilities	7-27
7.5.13 Health and Safety	7-29
CHAPTER 8.0 – EFFECTS FOUND NOT TO BE SIGNIFICANT	8-1
8.1 Agricultural Resources.....	8-1
8.2 Population and Housing.....	8-1
8.3 Mineral Resources	8-2
8.4 Paleontological Resources	8-3
CHAPTER 9.0 – SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED	9-1
CHAPTER 10.0 – ALTERNATIVES ANALYSIS.....	10-1
10.1 Rationale for Alternative Selection.....	10-1
10.2 Alternative Considered But Rejected.....	10-2
10.2.1 Alternative Site Location	10-2
10.3 Alternatives Considered.....	10-3
10.3.1 Alternative 1a – No Project – Buildout per the Existing Atlas Specific Plan	10-7
10.3.2 Alternative 1b – No Project /No Build	10-15
10.3.3 Alternative 2 – Reduced Project and Reduced Impact to Historical Resources	10-20
10.3.4 Alternative 3 – Hotel and Conference Facility Renovations Only	10-29
10.4 Environmentally Superior Alternative.....	10-35
CHAPTER 11.0 – MITIGATION, MONITORING, AND REPORTING PROGRAM.....	11-1
CHAPTER 12.0 – REFERENCES	12-1
CHAPTER 13.0 – PREPARERS OF THE ENVIRONMENTAL DOCUMENT.....	13-1

LIST OF APPENDICES
(submitted on accompanying CD)

Appendix

- A NOP and Comment Letters
- B FAA Determination of No Hazard to Air Navigation Letters and Airport
Land Use Consistency Determination
- C Transportation Impact Analysis
- D-1 Historical Resources Technical Report
- D-2 Historical Resources Review Board Determination
- D-3 Archaeological Resources Report
- E Biological Technical Report
- F-1 Air Quality Technical Report ~~and~~
- F-2 [Climate Action Plan Checklist and](#) Greenhouse Gas Analysis
- G Storm Water Quality Management Plan
- H Hydrology and Hydraulics Study [and CLOMR Letter](#)
- I Noise Technical Report
- J Geotechnical Technical Report and Response to Comments Letters
- K Water System Analysis
- L Waste Management Plan
- M Water Supply Assessment
- N Phase I Environmental Assessment
- O Soil Vapor Survey and Limited Health Risk Assessment
- P EIR Transportation Alternatives Analysis Memo
- Q Paleontological Resource Assessment

LIST OF FIGURES

<u>Figure</u>	<u>Page</u>
2-1 Regional Map.....	2-2
2-2 Vicinity Map	2-3
2-3 Project Site Map.....	2-5
2-4 General Plan Land Use Map	2-10
2-5 Existing MVCP Land Use Map	2-12
2-6 Existing Zoning Map	2-14
3-1 Proposed Zoning Map (Updated).....	3-3
3-2 Proposed MVCP Land Use Map.....	3-4
3-3 Site Plan	3-5
3-4 Vesting Tentative Map (Updated)	3-27
4.1-1 Airport Influence Area for Montgomery Field ALUCP.....	4.1-11
4.1-2 Airport Influence Area for San Diego International Airport ALUCP	4.1-12
4.1-3 San Diego International Airport Overflight Area Boundary	4.1-13
4.1-4 San Diego International Airport Airspace Protection Boundary	4.1-14
4.1-5 San Diego International Airport FAA Part 77 Surfaces Protection Boundary	4.1-15
4.2-1 Existing Street Network.....	4.2-83
4.2-2 Existing Traffic Volumes.....	4.2-84
4.2-3 Existing + Project Traffic Volumes	4.2-85
4.2-4 Existing + Project Traffic Volumes	4.2-86
4.2-5 Near-Term (Opening Day 2018) Project Trip Distribution Percentages for Hotel Uses	4.2-87
4.2-6 Near-Term (Opening Day 2018) Project Trip Distribution Percentages for Residential Uses	4.2-88
4.2-7 Near-Term (Opening Day 2018) Project Traffic Volumes for Hotel Uses	4.2-89
4.2-8 Near-Term (Opening Day 2018) Project Traffic Volumes for Residential Uses	4.2-90
4.2-9 Near-Term (Opening Day 2018) Net Project Traffic Volumes	4.2-91
4.2-10 Near-Term (Opening Day 2018) + Project Traffic Volumes	4.2-92
4.2-11 Year 2022 Without Project Traffic Volumes.....	4.2-93
4.2-12 Year 2022 Project Traffic Distribution (Residential Only)	4.2-94
4.2-13 Year 2022 Project Traffic Volumes (Residential Only)	4.2-95
4.2-14 Year 2022 Net Project Traffic Volumes	4.2-96
4.2-15 Year 2022 + Project Traffic Volumes.....	4.2-97
4.2-16 Year 2035 (Horizon Year) Planned Projects	4.2-98
4.2-17 Year 2035 (Horizon Year) Without Project Traffic Volumes	4.2-99
4.2-18 Year 2035 (Horizon Year) Project Traffic Distribution (Residential Only).....	4.2-100

<u>Figure</u>	<u>Page</u>
4.2-19	Year 2035 (Horizon Year) Project Traffic Volumes (Residential Only)..... 4.2-101
4.2-20	Year 2035 (Horizon Year) Net Traffic Volumes 4.2-102
4.2-21	Year 2035 (Horizon Year) + Project Traffic Volumes 4.2-103
4.2-22	Existing + Project Impacts and Mitigation 4.2-104
4.2-23	Year 2022 + Project Impacts and Mitigation 4.2-105
4.2-24	Year 2035 (Horizon Year) + Project Impacts and Mitigation 4.2-106
4.3-1	Surveyed Built Environment Resources in the Project Site..... 4.3-9
4.3-2	Regency Conference Center, Garden Ballroom main entrance, south elevation. 4.3-18
4.4-1	Vegetation Communities and Other Land Cover Types 4.4-3
4.4-2	Jurisdictional Waters and Wetlands..... 4.4-17
4.4-3	Project Impacts – Vegetation Communities 4.4-39
4.4-4	Shade Study (New) 4.4-42
4.4-5	Project Impacts – Jurisdictional Waters and Wetlands..... 4.4-57
4.4-6	Restoration and Enhancement Plan for the Project..... 4.4-58
4.5-1	Highway HRA Receptors Exceeding Significance Prior to Mitigation (New) 4.5-24
4.6-1	Watershed Map 4.6-2
4.6-2	FEMA Floodzones 4.6-4
4.7-1	Noise Measurement Locations..... 4.7-5
4.8-1	2012 California GHG Emissions by Category..... 4.8-4
4.11-1	Key Observation Points Map 4.11-3
4.11-2	KOP A I-8 Traveling East..... 4.11-4
4.11-3	KOP B I-8 Traveling West 4.11-5
4.11-4	KOP C Southern Corner of Fashion Valley Road 4.11-6
4.11-5	KOP D Second Level of MTS Fashion Valley Mall Transit Center 4.11-7
4.11-6	Building Height Setback (New)..... 4.11-15
7-1	Cumulative Projects Location Map 7-3
10-1	Alternative 1A – No Project - Buildout per Existing Atlas Specific Plan 10-8
10-2	Alternative 1B – No Project/No Build..... 10-16
10-3	Alternative 2 – Reduced Project and Reduced Impact to Historical Resources 10-21
10-4	Alternative 3 – Hotel and Conference Facility Renovations Only 10-30

LIST OF TABLES

<u>Table</u>	<u>Page</u>
ES-1	Summary of Environmental Impacts and Mitigation Measures ES-7
3-1	Summary of Project Components 3-6
3-2	Summary of Demolition, Construction and Renovation for Phase I 3-16
3-3	Summary of Residential District Construction Activities for Phase 1 3-16
3-4	Summary of Construction Activities for Phase 2 3-17
3-5	Master Planned Development Permit Zones..... 3-18
3-6	Land Development Code SDMC Deviations..... 3-19
4.1-1	Land Use – Noise Compatibility Guidelines 4.1-3
4.1-2	Typical Noise Attenuation Methods to Insulate the Noise Receiver..... 4.1-5
4.1-3	City of San Diego General Plan Consistency Analysis 4.1-17
4.1-4	Mission Valley Community Plan Consistency Analysis 4.1-27
4.1-5	San Diego River Park Master Plan Consistency Analysis..... 4.1-31
4.1-6	Land Development Code SDMC Deviations..... 4.1-34
4.2-1	Existing Traffic Volumes..... 4.2-41
4.2-2	Existing Intersection Operations..... 4.2-42
4.2-3	Existing Street Segment Operations 4.2-43
4.2-4	Existing Freeway Segment Operations..... 4.2-44
4.2-5	Cumulative Projects 4.2-45
4.2-6	Caltrans District 11 Freeway Segment Level of Service Definitions 4.2-46
4.2-7	City of San Diego Traffic Impact Significant Thresholds 4.2-47
4.2-8	Existing + Project Intersection Operations 4.2-48
4.2-9	Existing + Project Street Segment Operations..... 4.2-49
4.2-10a	Existing + Project Freeway Segment Operations – AM Peak Hour..... 4.2-51
4.2-10b	Existing + Project Freeway Segment Operations – PM Peak Hour..... 4.2-52
4.2-11	Near-Term (Opening Day 2018) Trip Generation Table – Project Phase I..... 4.2-53
4.2-12	Near-Term (Opening Day 2018) Intersection Operations 4.2-56
4.2-13	Near-Term (Opening Day 2018) Street Segment Operations..... 4.2-57
4.2-14a	Near-Term (Opening Day 2018) Freeway Segment Operations – AM Peak Hour 4.2-59
4.2-14b	Near-Term (Opening Day 2018) Freeway Segment Operations – PM Peak Hour..... 4.2-60
4.2-15	Year 2022 Trip Generation Table – Project Phase II..... 4.2-61
4.2-16	Year 2022 (Phase II) Intersection Operations..... 4.2-64
4.2-17	Year 2022 Street Segment Operations..... 4.2-65
4.2-18a	Year 2022 Freeway Segment Operations – AM Peak Hour 4.2-67

<u>Table</u>	<u>Page</u>
4.2-18b	Year 2022 Freeway Segment Operations—PM Peak Hour..... 4.2-68
4.2-19	Year 2035 (Horizon Year) Planned Improvements 4.2-69
4.2-20	Year 2035 (Horizon Year) Intersection Operations..... 4.2-70
4.2-21	Year 2035 (Horizon Year) Street Segment Operations 4.2-71
4.2-22a	Year 2035 (Horizon Year) Freeway Segment Operations – AM Peak Hour 4.2-73
4.2-22b	Year 2035 (Horizon Year) Freeway Segment Operations – PM Peak Hour 4.2-74
4.2-23	Existing + Project Significant Impacts 4.2-75
4.2-24	Year 2022 + Project Significant Impacts 4.2-75
4.2-25	Year 2035 (Horizon Year) + Project Significant Impacts 4.2-75
4.2-26	Existing + Project Street Segment Mitigation Analysis 4.2-76
4.2-27	Year 2022 (Phase II) Street Segment Mitigation Analysis 4.2-77
4.2-28	Year 2035 (Horizon Year) Street Segment Mitigation Analysis 4.2-78
4.2-29	Summary of Pre- and Post-Mitigation LOS Levels at Affected Street Segments 4.2-79
4.2-30	Summary of ADT and LOS Levels at Affected Segments With and Without Project Conditions..... 4.2-80
4.2-31	Master Plan Parking Analysis Summary 4.2-81
4.3-1	Evaluation Summary of Built Environment Resources in Project Site 4.3-19
4.4-1	Vegetation Communities and Other Land Cover Types within the BSA..... 4.4-2
4.4-2	Waters of the U.S. and/or State Occurring within the BSA..... 4.4-16
4.4-3	Direct Impacts to Vegetation Communities and Land Covers 4.4-38
4.4-4	Project Conformance with Conditions of Coverage 4.4-70
4.5-1	National and California Ambient Air Quality Standards..... 4.5-7
4.5-2	Ambient Air Quality Summary – San Diego Monitoring Station 4.5-8
4.5-3	San Diego Air Basin Attainment Designations 4.5-9
4.5-4	Regional Pollutant Emission Screening Level Thresholds of Significance..... 4.5-16
4.5-5	Estimated Daily Construction Emissions..... 4.5-18
4.5-6	Summary of Modeled Long-Term Operational Emissions..... 4.5-19
4.5-7	Summary of Maximum Construction Health Risk for Nearby Receptors (Phase I) 4.5-23
4.5-8	Unmitigated Construction Health Impacts (Phase II)..... 4.5-23
4.5-9	Summary of Health Risk from I-8 and SR-163 on Project Site Receptors..... 4.5-26
4.5-10	Mitigated Construction Health Impacts (Phase II – July 2019 through June 2020)..... 4.5-28
4.7-1	Common Indoor and Outdoor Noise Levels..... 4.7-2
4.7-2	Ambient Noise Measurement Data – Sensitive Bird Habitat 4.7-7
4.7-3	Ambient Noise Measurement Data – Proposed Residences 4.7-8

<u>Table</u>	<u>Page</u>
4.7-4	Property Line Noise-Level Limits by Land Use and Time of Day..... 4.7-10
4.7-5	Traffic Noise Significance Thresholds (dBA CNEL)..... 4.7-12
4.7-6	Construction Equipment Maximum Noise Levels..... 4.7-13
4.7-7	Existing and Future Average Daily Traffic Volumes Plus Project..... 4.7-18
4.11-1	Proposed Structures and Heights 4.11-14
4.12-1	Western Division Call Priority Response Times 4.11-2
4.12-2	Fire and Emergency Services..... 4.12-3
4.13-1	Existing and Proposed Water Demands..... 4.13-11
4.14-1	Schools within 2 Miles of the Project Site..... 4.14-7
10-1	Comparison of Project Alternatives – Proposed Elements 10-4
10-2	Comparison of Project Alternatives – Impacts to Issue Areas 10-5

This page intentionally left blank.

ACRONYMS AND ABBREVIATIONS

°F	degrees Fahrenheit
AB	Assembly Bill
ACM	asbestos containing material
ADA	Americans with Disabilities Act
ADD	Assistant Deputy Director
ADT	average daily traffic
AEP	Association of Environmental Professionals
AFY	acre-feet per year
AGI	American Geological Institute
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCOZ	Airport Land Use Compatibility Overlay Zone
ALUCP	Airport Land Use Compatibility Plan
AME	Archaeological Monitoring Exhibit
AMSL	above mean sea level
APS	Alternative Planning Strategy
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
ARR	Archaeological Resources Report
ASMD	Area Specific Management Directive
ASP	Atlas Specific Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
B.P.	before present
Basin Plan	Water Quality Control Plan for the San Diego Basin
BFE	Base Flood Elevation
BI	Building Inspector
BIA	Bureau of Indian Affairs
BMP	best management practice
BMZ	brush management zone
BSA	Biological Study Area
BTEX	benzene, toluene, ethylene, xylenes
BTR	Biological Technical Report
BTU	British thermal unit
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection

Cal/EPA	California Environmental Protection Agency
CalARP	California Accidental Releases
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CESA	California Endangered Species Act
CEUS	Commercial End Use Survey
CFGF	California Fish and Game Code
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH ₄	methane
CIF	California Interscholastic Federation
CIR	Compliance Inspection Report
City	City of San Diego
CIWMB	California Integrated Waste Management Board
CLOMR	conditional letter of map revision
CM	Construction Manager
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon monoxide
CO ₂ e	CO ₂ -equivalent
CPT	cone penetrometer
CPUC	California Public Utilities Commission
CRA	Colorado River Aqueduct

CRHR	California Register of Historical Resources
CSSC	California Seismic Safety Commission
CSVR	Consultant Site Visit Record
CUP	Conditional Use Permit
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibels
DEH	Department of Environmental Health
DIF	Mission Valley Development Impact Fee
DMG	Division of Mines and Geology
DOT	Department of Transportation
DPR	Department of Parks and Recreation
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EAP	Energy Action Plan
EAS	Environmental Analysis Section
EB	eastbound
EIR	Environmental Impact Report
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPCRA	Emergency Planning Community Right-to-Know Act
ESL	Environmentally Sensitive Land
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Federal Insurance Rate Map
FSDRIP	First San Diego River Improvement Project
FTA	Federal Transit Administration
<u>GDP</u>	<u>General Development Permit</u>
GC	Grading Contractor
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GPO	Government Publishing Office
GWP	global warming potential
HA	Hydrologic Area

HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HAZMIT	Hazard Mitigation Plan
HCM	Highway Capacity Manual
HCP	habitat conservation plan
HFC	hydrofluorocarbon
HI	hazard index
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
HMMD	Hazardous Materials Management Division
HMP	Habitat Management Plan
HRA	health risk assessment
HRB	Historical Resources Board
HRTR	Historical Resources Technical Report
HSA	Hydrologic Subarea
HSC	Health and Safety Code
HSWA	Hazardous and Solid Waste Act
HU	Hydrologic Unit
HVAC	heating, air conditioning, and ventilation
I-8	Interstate 8
IPCC	Intergovernmental Panel on Climate Change
ITP	incidental take permit
IWMP	integrated waste management plan
JURMP	Jurisdictional Urban Runoff Management Program
kWh	kilowatt hour
LA	Landscape Architect
LAS	Landscape Architecture Section
LCD	Landscape Construction Documents
LCFS	low carbon fuel standard
LD	Larson-Davis, Inc.
LDC	Land Development Code
LEA	Local Enforcement Agency
LED	light emitting diode
LEED	Leadership in Energy and Environmental Design
L_{eq}	hourly average noise level
LID	Low Impact Development
LLG	Linscott, Law, & Greenspan, Engineers
LOMR	letter of map revision
LOS	Level of Service

LT	long-term
LUST	Leaking Underground Storage Tank
LWA	Larry Walker and Associates
KOP	key observation point
MBAS	methylene blue activated substances
MBTA	Migratory Bird Treaty Act
MEIR	maximally exposed individual at an existing residential receptor
MEIW	maximally exposed individual at an existing occupational worker receptor
MEP	maximum extent practicable
MERV	minimum efficiency reporting value
mgd	million gallons per day
MHPA	Multi-Habitat Planning Area
MLD	Most Likely Descendant
MMC	Mitigation Monitoring Coordination
MMC	Mitigation Monitoring Coordination
MMRP	Mitigation, Monitoring, and Reporting Program
MMT	million metric tons
MND	Mitigated Negative Declaration
MPDP	Master Planned Development Permit
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Sewer System
MSCP	Multiple Species Conservation Program
MT	metric ton
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transit System
MV-CV	Mission Valley and Commercial Visitor
MVCP	Mission Valley Community Plan
MVPD-MV-M	Mission Valley Planned District Multiple Use Zone
MVPD-MV-M/SP	Mission Valley Planned District Multiple Use/Specific Plan Zone
MVPDO	Mission Valley Planned District Ordinance
MVR-5	Mission Valley Planned District Ordinance of Residential Zone
MWD	Municipal Water District of Southern California
MWh	megawatt hour
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NB	northbound
NCCP	Natural Community Conservation Plan

NCP	National Contingency Plan
NF ₃	Nitrogen Trifluoride
NFIP	National Flood Insurance Program
NO	nitric oxide
NO ₂	nitrogen dioxide
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPPA	Native Plant Protection Act
NPS	National Park Service
NRC	National Research Council
NRHP	National Register of Historic Places
NSB	National Scenic Byways Program
OES	Office of Emergency Services
OF-1-1	Open Space Floodplain
PCD	Planned Commercial Development
PDP	Planned Development Permit
PFC	perfluorocarbon
PeMS	Performance Measurement System
PFFP	Public Facilities Financing Plan
Phase I	Environmental Site Assessment
PI	Principal Investigator
PM	particulate matter
PM ₁₀	particulate matter equal to or less than 10 micrometers in diameter
PM _{2.5}	particulate matter equal to or less than 2.5 micrometers in diameter
Porter-Cologne Act	Porter-Cologne Water Quality Control Act
ppm	parts per million
ppv	peak particle velocity
PQB	Principal Qualified Biologist
PRC	Public Resources Code
PRS	Principal Restoration Specialist
project	Town & Country Project
Proposition 65	Safe Drinking Water and Toxic Enforcement Act of 1986
PUD	Public Utilities Department
OEHHA	Office of Environmental Health Hazard Assessment
QBM	Qualified Biological Monitor
QSD	Qualified SWPPP Developer
QSP	Qualified SWPPP Practitioner
RAQS	Regional Air Quality Strategy

RCP	Regional Comprehensive Plan
RCRA GEN	RCRA Generators
RCRA	Resource Conservation and Recovery Act
RE	Resident Engineer
RIC	Revegetation Installation Contractor
RMC	Revegetation Maintenance Contractor
RMP	Risk Management Plan
RMPP	Risk Management and Prevention Program
ROG	reactive organic gases
ROW	right-of way
RPR	Rare Plant Rank
RPS	Renewable Portfolio Standard
RRME	revegetation/restoration monitoring exhibit
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAM	Site Assessment and Mitigation
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SB	southbound
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCP	Site Cleanup Program
SCR	Substantial Conformance Review
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCWA	San Diego County Water Authority
SDF-RD	San Diego Fire-Rescue Department
SDG&E	San Diego Gas and Electric
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SDP	Site Development Permit
SDPD	San Diego Police Department
SDRPMF	San Diego River Park Master Plan
SDSU	San Diego State University
SDUSD	San Diego Unified School District
SF ₆	sulfur hexafluoride
SFHA	Special Flood Hazard Area

SFP	School Facilities Program
SHMA	Seismic Hazards Mapping Act
SLIC	Spills, Leaks, Investigations, and Clean-Ups
SLM	sound level meter
SMARTS	Storm Water Multi-Application and Report Tracking System
SMGB	State Mining and Geology Board
SO ₂	sulfur dioxide
SOV	single occupancy vehicle
sq. ft.	square foot/feet
SR-163	State Route 163
ST	short-term
STC	Sound Transmission Class
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TDM	Transportation Demand Management
TMA	transportation management area
TMDL	Total Maximum Daily Load
TOD	transit-oriented development
TPH	total petroleum hydrocarbons
TSS	Threshold Siting Surface
UBC	Uniform Building Code
UCSD	University of California San Diego
UDC	Unified Disaster Council
USACE	U.S. Army Corps of Engineers
USD	University of San Diego
USDOT	U.S. Department of Transportation
USGBC LEED	U.S. Green Building Council Leadership in Energy and Environmental Design
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	volume to capacity
VAP	Voluntary Assistance Program
VMT	vehicle miles traveled
VOC	volatile organic compound

WB	westbound
WDR	waste discharge requirement
WMA	Watershed Management Area
WMP	Waste Management Plan
WQIP	Water Quality Improvement Plan
WQO	water quality objective
WRCC	Western Regional Climate Center
WSA	water supply assessment
WUI	Wildland Urban Interface Zone
WURMP	Watershed Urban Runoff Management Plan

This page intentionally left blank.

EXECUTIVE SUMMARY

ES.1 PROJECT DESCRIPTION

The project proposes the consolidation, renovation, and infill redevelopment of the 39.7-acre Town & Country Hotel and Convention Center site through a master plan. The Town & Country Master Plan would guide the redevelopment of the site. Critical proposed elements of the Master Plan include a consolidated and renovated hotel and convention center; a new compact multi-family residential neighborhood; a restored San Diego River open space habitat; a new passive public park; and multi-use San Diego River Pathway providing a link in a regional recreational corridor. The overall design of the project would create a pedestrian-friendly TOD by establishing specific complementary land uses in three districts: Park District, Residential District, and Hotel District.

ES.2 PROJECT LOCATION AND SETTING

The project site is located in the City of San Diego community of Mission Valley within the County of San Diego. The Mission Valley community is located approximately 4 miles north of downtown San Diego and 5 miles east of the Pacific Ocean. The project site is located in the center of the Mission Valley community at the northwest corner of the Hotel Circle North/Fashion Valley Road intersection. Regional vehicular access to the site is provided by Interstate 8 (I-8) and State Route 163 (SR-163) via the ramps at Hotel Circle North and Hotel Circle South.

The 39.7-acre project site is located at 500 Hotel Circle North, San Diego, CA 92108. The site is bounded to the south by Hotel Circle North and Camino De La Reina, to the west by Fashion Valley Road, to the north by Riverwalk Drive and Fashion Valley Mall, and to the east by the San Diego Union-Tribune property. I-8 is located immediately to the south of Hotel Circle North and Camino De La Reina. The site offers convenient regional access from I-8 and SR-163. Primary local vehicular access is provided from Hotel Circle North/Camino De La Reina and Fashion Valley Road.

ES.3 PROJECT OBJECTIVES

The successful implementation of the project would achieve the following objectives:

- (1) Provide a Town & Country Hotel and Convention Center that is more responsive to the expectations and needs of contemporary hotel and convention center guests through a

selective program of renovation, rebuilding, and replacing portions of the existing facilities;

- (2) Create a Town & Country project that would be supported by the consolidated hotel and convention facilities within a more compact and pedestrian-friendly site footprint;
- (3) Maintain and enhance the economic value for San Diego and the unique niche in the San Diego region that is filled by the Town & Country Hotel and Convention Center;
- (4) Reorient the hotel and convention center to engage the San Diego River, and expand and enhance the River corridor with new passive open space so as to improve the experience of visitors to and residents of the project site; and
- (5) Through a more compact hotel footprint, provide housing on-site to support opportunities for transit-oriented residential development in proximity to the Fashion Valley Transit Center.

ES.4 SUMMARY OF SIGNIFICANT EFFECTS AND MITIGATION MEASURES THAT REDUCE OR AVOID THE SIGNIFICANT EFFECTS

Table ES-1 at the end of this section summarizes the results of the environmental analysis completed for each issue area for the project. Table ES-1 also includes mitigation measures to reduce and/or avoid the environmental effects, with a conclusion as to whether the impact has been mitigated to below a level of significance.

Based on the analysis and conclusions of the EIR, implementation of the project would result in significant and unavoidable impacts to transportation/circulation and historical resources. In addition, the project would result in significant but mitigated impacts to the following issue areas: ~~land use~~, transportation/circulation, ~~biological resources~~, historical resources, air quality, and noise. The project's impacts for all other issue areas were determined to be less than significant or no impact was identified.

ES.5 AREAS OF CONTROVERSY

Section 15123(b)(2) of the CEQA Guidelines requires that areas of controversy known to the Lead Agency, including issues raised by agencies and the public, be identified in the Summary chapter of the EIR. To solicit input on the scope and extent of the environmental topics to be addressed in the Draft EIR, the City prepared a Notice of Preparation (NOP) and circulated the NOP amongst interested public agencies, organizations, community groups and individuals. The NOP was distributed on December 18, 2015 for a 30-day public review and comment period, and a public scoping meeting was held on January 6, 2016. Public comments received on the NOP,

and comments from the scoping meeting reflect controversy related to environmental issues to be discussed in the EIR.

Issues of controversy raised in response to the Notice of Preparation prepared and circulated for the Draft EIR focus on biological resources, cultural resources, land use, and transportation/circulation.

ES.6 ISSUES TO BE RESOLVED BY THE DECISION-MAKING BODY

As discussed in Chapter 9.0 of the EIR, impacts to transportation/circulation and historical resources would be significant and not mitigated to below a level of significance. The City of San Diego Planning Commission must review the project and determine if the project, one of the alternatives presented in Chapter 10.0, or some combination of the project components, should be adopted and implemented. If the project is selected for adoption, the Council will be required to certify the Final EIR, determine whether and how to mitigate significant impacts and adopt associated Findings pursuant to CEQA Guidelines Section 15091 for all significant impacts within the EIR. Furthermore, a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093 would be required for those impacts found to be significant and unavoidable, including the project impacts associated with historical resources, and direct and cumulative impacts associated with transportation/circulation. In addition, the project is requesting the deviations from the San Diego Municipal Code development requirements, including the Mission Valley Planned District Ordinance as identified in Table 3-6, Land Development Code Deviations.

ES.7 PROJECT ALTERNATIVES

Section 15126.6 of the CEQA Guidelines requires the discussion of “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project”. As discussed in Chapter 10.0 of this EIR, the Alternative Site Location alternative was considered but rejected from further consideration, as a primary project objective is to renovate and redevelop the existing Town & County Hotel and Convention Center site.

The following alternatives were considered and analyzed in detail in Chapter 10.0 of this EIR:

Alternative 1a – No Project – Buildout per the Existing Atlas Specific Plan

Under Alternative 1a – No Project – Buildout per Existing Atlas Specific Plan (Alternative 1a), the project would not be implemented on the site. The Town & Country Hotel and Convention

Center facilities would not undergo consolidation or renovation and would be built out per the specifications of the Atlas Specific Plan. The hotel would consist of 2,300 rooms instead of the 700 rooms proposed by the project. The convention center would expand to 229,000 sq. ft. instead of 177,137 sq. ft. proposed by the project. The existing pedestrian bridge over the San Diego River would be replaced with a multi-use bridge and expanded to provide pedestrian/bicycle access to Fashion Valley Mall and to the Fashion Valley Transit Center. This alternative would not create a mixed-use site, as no residential units would be constructed.

Alternative 1a would result in greater impacts when compared to the project to transportation/circulation, biological resources, air quality and odors, [noise](#), hydrology and water quality, greenhouse gas emissions, visual effects and neighborhood character, and public utilities. Alternative 1a would result in similar impacts compared to the project for all other impact areas (land use, cultural resources, ~~noise~~, energy, geology and soils, public services and facilities and health and safety). Additionally, this alternative would not meet a primary objective of the project of creating a Transit Oriented Development site in proximity to the Fashion Valley Mall and Fashion Valley Transit Center.

Alternative 1b – No Project/No Build

Under the Alternative 1b – No Project/No Build (Alternative 1b), the project would not be implemented. The Town & Country Hotel and Convention Center facilities would not undergo consolidation or renovation and would be left as they are today. The site would still consist of over 30 buildings and structures totaling 909,257 gross sq. ft. and consist of a hotel, restaurants, pools, a spa/salon, a convention center, and associated parking lots and parking structures. Hotel capacity would not be reduced and would continue to consist of two mid-rise hotel structures located in the central-north and northeast portions and 18 low-rise hotel structures distributed across the southeast quadrant and center of the project site, totaling 954 hotel rooms. The convention center would retain its current condition consisting of a 212,762-sq.-ft. convention center with a 258-space subterranean parking structure. Further, the multi-use bridge replacing the existing pedestrian bridge would not be constructed. No residential units would be constructed to create an opportunity for TOD in proximity to the Fashion Valley Transit Center. As compared to the project, this alternative would not restore and enhance an additional ~~4.74~~[5.35](#) acres of new habitat area or create a population-based public park. This alternative would provide the 2.76 mitigation acres required by MND No. 118318 and SDP No. 400602, which includes 2.53 acres of restoration and enhancement to riparian habitat and the addition of a 0.23-acre coastal sage scrub strip.

Alternative 1b would result in similar impacts as the project to land use, greenhouse gas emissions, geology and soils, and visual effects and neighborhood character. Alternative 1b

would result in greater impacts as the project to biological resources ~~and~~, hydrology and water quality. Alternative 1b would result in less environmental impacts to transportation/circulation, cultural ([historic](#)) resources, air quality and odors, noise, energy, public services and facilities, public utilities, and health and safety when compared to the project. It was determined that Alternative 1b would be ~~the~~[an](#) environmentally superior alternative. However, Alternative 1b would not meet any of the project objectives identified in Chapter 3.0 of this EIR.

Alternative 2 – Reduced Project and Reduced Impact to Historical Resources

Alternative 2 – Reduced Project and Reduced Impact to Historical Resources (Alternative 2) would not involve the demolishing of the Regency Conference Center. Similar to the project, Alternative 2 would create three land use districts: Park District, Residential District, and Hotel District. The Park District would include restoring existing habitat areas, new habitat areas, a public park, and, adjacent to the southerly edge of the habitat areas, a small area for storm water management. Unlike the project, Alternative 2 would only be required to provide 2.8 acres of population-based public parks. Overall, Alternative 2 would result in a ~~4.53~~[0.51](#)-acre reduction in park space as compared to the project. The Park District would include a 10-foot San Diego River Pathway to be located on the south side of the River. The existing pedestrian bridge over the San Diego River would be replaced by a 10-ft wide multi-use bridge in the existing location and at the same elevation. Alternative 2 would involve the demolition of 254 hotel rooms and the construction of surface parking throughout the project site. As stated previously, Alternative 2 would not include the demolition of the Regency Conference Center, and would not construct the 4-story parking structure. This alternative would include the construction of 585 multi-family units. Vehicular access under Alternative 2 would be more restricted than under the project.

Alternative 2 would result in similar impacts to land use, archaeological resources, biological resources, hydrology and water quality, noise, greenhouse gas emissions, geology and soils, visual effects and neighborhood character, public utilities, and health and safety when compared to the project. Alternative 2 would result in less impacts to transportation/circulation, built environment historical resources, air quality and odors, energy, and public services and facilities compared to the project. Alternative 2 would meet most of the project objectives [but to a lesser degree by providing fewer residential units and having a less compact footprint](#).

Alternative 3 – Hotel and Conference Facility Renovations Only

Alternative 3 – Hotel and Conference Facility Renovations Only (Alternative 3) assumes no additional development over existing conditions and the Regency Conference Center would remain as it is today, however, the alternative proposes hotel and conference facility renovations. Similar to the project, this alternative includes demolition of 254 hotel rooms (954 rooms to 700

rooms) and 35,625 sq. ft. of convention space (212,762 sq. ft. to 177,137 sq. ft.). As with the project, Alternative 3 would include construction of the multi-use bridge to replace the existing pedestrian bridge over the San Diego River. Similar to the project, this alternative would include a 14-foot-wide San Diego River Pathway (10-foot-wide concrete path with 2-foot-wide decomposed granite on each side). This alternative would fulfill the requirements of SDP No. 400602 and would include enhancement of riparian habitat within the Riverwalk Drive Right of Way. However, Alternative 3 would not include restoration and enhancement of approximately ~~4.74~~[5.35](#) acres of riparian open space habitat, and would not construct a population-based park.

~~Alternative 3 would result in greater impacts biological resources.~~ Alternative 3 would result in similar impacts to land use, archaeological resources, [biological resources](#) hydrology and water quality, greenhouse gas emissions, geology and soils, [and](#) health and safety, ~~and visual effects and neighborhood character~~, when compared to the project. The alternative would result in less impact to transportation/circulation, built environment historical resources, air quality and odors, noise, energy, public services and facilities, ~~and~~ public utilities, [and visual effects and neighborhood character, when](#) compared to the project. However, Alternative 3 would not meet the project objective of developing a mixed-use transit oriented development. Additionally, Alternative 3 would not meet the project objectives of reorienting the hotel and convention center or creating a more compact hotel footprint [to introduce residential units](#).

Table ES-1
Summary of Environmental Impacts and Mitigation Measures

Issue Area	Impact	Mitigation Measure	Level of Significance After Mitigation
Land Use			
Would the project conflict with the provisions of the City's MSCP Subarea Plan or other approved local, regional, or state habitat conservation plan?	Issue 4: The project would not conflict with the provisions of the City's MSCP Subarea Plan or other approved local, regional, or state habitat conservation plan; however direct impacts from the project would be considered significant.	Mitigation measures LU-1 as described in Section 4.1, Land Use, and BIO-1 through and BIO-13 as described in Section 4.4 shall be implemented.	Less than significant.
Transportation/Circulation			
Would the project result in project traffic, which is substantial in relation to the existing traffic load and capacity of the street system?	<p>Issue 1: <i>Existing + Project Conditions</i> The project would result in project traffic, which is substantial in relation to the existing traffic load and capacity of the street system, and the impact would be significant.</p> <p><i>Year 2022 (Phase II) + Project Conditions</i> The project would result in project traffic, which is substantial in relation to the existing traffic load and capacity of the street system, and the impact would be significant and cumulative.</p> <p><i>Year 2035 (Horizon Year) + Project Conditions</i> The project would result in project traffic, which is substantial in relation to the existing traffic load and capacity of the street system, and the impact would be significant and cumulative.</p>	<p><i>Existing + Project Conditions</i> Mitigation measure TRANS-1, as described in Section 4.2, Transportation/Circulation.</p> <p><i>Year 2022 (Phase II) Conditions</i> Mitigation measure TRANS-1, as described in Section 4.2, Transportation/Circulation.</p> <p><i>Year 2035 (Horizon Year) Conditions</i> Mitigation measure TRANS-2, as described in Section 4.2, Transportation/Circulation.</p>	<p><i>Existing + Project Conditions</i> Less than significant</p> <p><i>Year 2022 (Phase II) Conditions</i> Less than significant</p> <p><i>Year 2035 (Horizon Year) Conditions</i> Significant and unavoidable along Riverwalk Drive: East of Avenida Del Rio; Less than significant along Camino De La Reina: Hotel Circle to Private Drive D.</p>

Issue Area	Impact	Mitigation Measure	Level of Significance After Mitigation
Historical Resources			
Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric building (including an architecturally significant building), structure, object, or site?	Issue 1: The project would result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric building (including an architecturally significant building), structure, object, or site and the impact would be significant.	Mitigation measure AR-1, HR-1, HR-2, and HR-3 as described in Section 4.3, Historical Resources.	<i>Archaeological Resources</i> Less than significant <i>Built Environment Resources</i> Significant and unavoidable
Would the project result in the disturbance of any human remains, including those interred outside of formal cemeteries?	Issue 3: The project may result in the disturbance of any human remains, including those interred outside of formal cemeteries, which could be a significant impact.	Mitigation measure AR-1 , as described in Section 4.3, Historical Resources.	Less than significant
Biological Resources			
Would the project result in a substantial adverse impact, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive or special status species in the MSCP or other local or regional plans, policies, or regulations, or by CDFW or USFWS?	Issue 1: The project would result in a substantial adverse impact, either directly or indirectly through habitat modifications, on any species identified as a candidate, sensitive or special status species in the MSCP or other local or regional plans, policies, or regulations, or by CDFW or USFWS and the impact would be significant.	Mitigation measures BIO-1 through BIO-12, as described in Section 4.4, Biological Resources.	Less than significant
Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	Issue 2: The project would result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS, and the impact would be significant.	Mitigation measures BIO-2 through BIO-4, BIO-6, BIO-8, BIO-9, BIO-10, BIO-12, and BIO-13, as described in Section 4.4, Biological Resources.	Less than significant
Would the project result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other	Issue 3: The project would result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other	Mitigation measures BIO-2 through BIO-4, BIO-6, and BIO-8 through BIO-13 as described in Section 4.4, Biological Resources.	Less than significant

Issue Area	Impact	Mitigation Measure	Level of Significance After Mitigation
means?	means, and the impact would be significant.		
Would the project 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?	Issue 4: The project would 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, and the impact would be significant.	Mitigation measures BIO-2 and BIO-5 through BIO-10, as described in Section 4.4, Biological Resources.	Less than significant
Would the project introduce a land use within an area adjacent to an MHPA that would result in adverse edge effects?	Issue 5: Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), NCCP, other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region? Issue 6: The project would introduce a land use within an area adjacent to an MHPA that would result in adverse edge effects and the impact would be significant.	Mitigation measures BIO-2 and BIO-6 through BIO-10, as described in Section 4.4, Biological Resources.	Less than significant
Would the project introduce invasive species of plants into a natural open space area?	Issue 8: The project would introduce invasive species of plants into a natural open space area and the impact would be significant.	Mitigation measure BIO-6, as described in Section 4.4, Biological Resources.	Less than significant
Air Quality and Odors			
Would the project expose sensitive receptors to substantial pollutant concentrations?	Issue 3: The project would expose sensitive receptors to substantial pollutant concentrations, and the impact would be significant.	Mitigation measure AQ-1, AQ-2, and AQ-3 , as described in Section 4.5, Air Quality and Odors.	Less than significant
Noise			
Would the project result in a significant increase in the existing ambient noise level?	Issue 1: The project would result in a significant increase in the existing ambient noise level and the impact would be significant.	Mitigation measure NOI-1 , as described in Section 4.7, Noise.	Less than significant

This page intentionally left blank.

CHAPTER 1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

This Environmental Impact Report (EIR) evaluates the potential short-term and long-term, direct and indirect, and cumulative environmental impacts of the Town & Country project (project). The project involves the renovation and infill redevelopment of the approximately 39.7-acre Town & Country Hotel and Convention Center into a transit-oriented development (TOD), which would consist of renovated hotel buildings, development of new residential buildings, a new hotel parking structure, a resort-style main pool area, water-wise landscaping, ~~an~~ approximately 11-acre public neighborhood park and open space area, and other site amenities. The location of the project site is depicted in Figure 2-1, Regional Map, and Figure 2-2, Vicinity Map. The site is bordered by Riverwalk Drive and Fashion Valley Mall and transit center to the north, Hotel Circle North and Camino De La Reina on the south, Fashion Valley Road on the west, and the Union Tribune newspaper offices and warehouse to the east.

The City of San Diego (City) is the lead agency in preparing this EIR in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC], Section 21000 et seq.) and CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). The project includes an application for discretionary approval that includes the following:

- Master Planned Development Permit (MPDP) for the Town & Country Master Plan;
- An amendment to the General Plan, and Mission Valley Community Plan (MVCP), and Atlas Specific Plan to remove the project from the Atlas Specific Plan (ASP) and to update the community plan;
- Rezone from Mission Valley Planned District Ordinance (MVPDO) Multiple Use Zone/Specific Plan (MVPD-M/SP) to MVPDO Multiple Use (MVPD-MV-V) which require the project to develop in accordance with both MVPDO Residential Zone (MVR-5) and Commercial Visitor (MV-CV) zone; and a portion of the OF-1-1 zone would be rezoned to MVPD-MV-M as depicted in Figure 3-1.
- Site Development Permit (SDP) for development on a premise with Environmentally Sensitive Lands (ESL); to amend existing SDP No.400602 for development in MVPDO, and ~~Deviations~~ from the San Diego River Park Master Plan (SDRPMP) and ~~deviations~~ from the San Diego Municipal Code (SDMC);

Amendment to Conditional Use Permit (CUP) [No. 88-0585](#) (convention center and exhibit hall) and remove conditions of approval pertaining to the Atlas Specific Plan (ASP), which the project would no longer be a part of, [approval of a new CUP to permit separately regulated uses per SDMC §141.0409, to implement the Exhibit Halls and Convention Facilities in the Hotel District;](#)

- [Vesting Tentative Map to create the new legal parcels and supporting infrastructure; and](#)
- Easement vacations for the project.
- [General Development Permit \(GDP\) would be processed by the City for the portion of the project delineated within a recreation easement providing for a population-based public park. The City of San Diego Park and Recreation Board recommended approval of the General Development Plan for the park on January 19, 2017 per City Council Policy 600-33 Public Notification and Input for City-wide Park Development Projects with deviations noted in Table 3-6 Land Development Code Deviations.](#)

1.2 ENVIRONMENTAL REVIEW PROCESS – CEQA COMPLIANCE

An EIR is an informational document used by the lead agency (in this case, the City of San Diego) when considering approval of a project. The purpose of an EIR is to provide public agencies and members of the general public with detailed information concerning the environmental effects associated with the implementation of a project. CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority. This EIR provides information that is to be used in the planning and decision-making process. It is not the purpose of an EIR to recommend approval or denial of a project.

Prior to approval of the project, the City, as lead agency and decision-making entity, is required to certify that the EIR has been completed in compliance with CEQA, that the information in this EIR has been considered, and that the EIR reflects the independent judgment of the City. CEQA requires decision makers to balance the benefits of a project against its unavoidable environmental consequences. If environmental impacts are identified as significant and unavoidable, the City may still approve the project if it believes that social, economic, or other benefits outweigh the unavoidable impacts. The City would then be required to state in writing the specific reasons for approving the project based on information in the EIR and other information sources in the administrative record. This reasoning is called a “statement of overriding considerations” (PRC Section 21081 and CEQA Guidelines Section 15093). Findings of Fact and a statement of overriding considerations for impacts identified in the Draft EIR as significant and unmitigated will be prepared and compiled in the final EIR.

In addition, the City as lead agency must adopt a mitigation monitoring and reporting program (MMRP) describing the measures that were made a condition of project approval in order to avoid or mitigate significant effects on the environment (PRC Section 21081.6; CEQA Guidelines Section 15097). The MMRP is adopted at the time of project approval and is designed to ensure compliance with the project description and mitigation measures of the EIR during and after project implementation. If the City decides to approve the project, it would be responsible for verifying that implementation of the MMRP for the project occurs.

This EIR has been prepared pursuant to the City's Significance Determination Thresholds (City of San Diego 2011). This document has also been prepared as a project EIR pursuant to Section 15161 of the CEQA Guidelines, and it represents the independent judgment of the City as lead agency.

Notice of Preparation and Scoping Meeting

The scope of analysis for the EIR was determined by the City in a scoping letter dated December 18, 2015, as well as a result of public comments to the Scoping Letter Notice of Preparation (NOP). In compliance with Section 15082 of the CEQA Guidelines, the City Development Services Department circulated the NOP and Scoping Letter, dated December 18, 2015, to interested agencies, groups, and individuals. A scoping meeting was held January 6, 2016, at the project site. The 30-day public scoping period ended January 16, 2016. Comments received during the NOP public scoping period were considered during the preparation of this EIR. The NOP and Scoping Letter comments are included as Appendix A of this EIR. Based on the scope of analysis for this EIR, the following issues were determined to be potentially significant and are therefore addressed in Chapter 4.0, Environmental Analysis, of this document:

- Air Quality and Odors
- Biological Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Health and Safety
- Historical Resources
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services and Facilities
- Public Utilities
- Transportation/Circulation
- Visual Effects and Neighborhood Character

Additional CEQA-mandated environmental topics, such as agricultural resources, mineral resources, paleontological resources, and population and housing were not found to be

significant based on the scoping results. These issues are addressed in Chapter 8.0, Effects Found Not to Be Significant, of this EIR.

1.3 PURPOSE AND LEGAL AUTHORITY

This project EIR evaluates the potentially significant environmental effects that would result with implementation of the project.

The purpose of an EIR is to disclose the significant environmental effects of the project, alternatives to the project, and possible ways to reduce or avoid potential environmental damage (14 CCR 15002). This EIR would be made available for review by members of the public and public agencies for 45 days to provide comments “on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated” (14 CCR 15204). [The Draft EIR 45-day public review period began on August 18, 2016 -and concluded on October 3, 2016.](#) The EIR ~~was~~[will be](#) available for review at:

City of San Diego, Development Services Department
1222 First Avenue, Fifth Floor
San Diego, California 92101-4153

Mission Valley Branch Library
2123 Fenton Parkway
San Diego, California 92108

San Diego Central Library
330 Park Boulevard
San Diego, California 92101

In addition, the draft Final EIR and associated technical appendices will be placed on the City of San Diego website:

<https://www.sandiego.gov/development-services/industry/erp>

In addition, the Notice was also distributed to the Central Library as well as the Mission Valley Branch Library and posted on the City Clerk website at:

<http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>

The City written comments received on the EIR in making its decision to certify the EIR as complete and in compliance with CEQA, and also whether to approve or deny the project. In the final review, environmental considerations and economic and social factors will be weighed to determine the most appropriate course of action. Subsequent to certification of the EIR, agencies with permitting authority over all or portions of the project would use the EIR as the basis for the EIR evaluation of environmental effects of the project and approval or denial of applicable permits and discretionary action.

Additional information regarding City and agency permits and approvals is detailed in Chapter 3.0 of this EIR.

1.4 SCOPE AND STRUCTURE OF THE EIR

This EIR analyzes the Town & Country project described in detail in Chapter 3.0, Project Description. An EIR should “focus primarily on the changes in the environment that would result from the development project,” and “examine all phases of the project, including planning, construction, and operation” (State CEQA Guidelines Section 15161).

The EIR contains the following chapters:

Executive Summary. This section summarizes the environmental consequences that would result from the project, provides a summary table that lists the project’s anticipated significant environmental impacts, describes recommended mitigation measures, and indicates the level of significance of impacts after implementation of recommended mitigation measures.

Chapter 1.0: Introduction. This chapter provides an introduction and overview of the project and describes the purpose of the EIR and the CEQA process.

Chapter 2.0: Environmental Setting. This chapter describes the existing project site conditions and land uses in the project site, community plan designations, and existing zoning.

Chapter 3.0: Project Description. This chapter details the project components, including the project’s purpose and objectives, project features, and intended uses of the EIR.

Chapter 4.0: Environmental Impacts. This chapter describes the existing conditions for each of the environmental topics, states the environmental issues identified for the project by the City, and evaluates the potential significant environmental impacts of the project and recommended mitigation measures to avoid or reduce the significance of potential impacts.

Chapter 5.0: Significant Irreversible Environmental Changes. This chapter identifies the irreversible changes in the local environment that would result from implementation of the project.

Chapter 6.0: Growth Inducement. As required by the CEQA Guidelines, this chapter provides an analysis of the ways in which the project could foster economic or population growth, either directly or indirectly, in the surrounding area.

Chapter 7: Cumulative Impacts. This chapter analyzes the significant project effects that, when considered with other closely related past, present, and reasonably foreseeable future projects, could compound or increase environmental impacts.

Chapter 8.0: Effects Found Not to Be Significant. This chapter analyzes potential environmental effects identified by the City that, after detailed analysis, were determined to not be significant.

Chapter 9.0: Significant Environmental Effects Which Cannot Be Avoided. This chapter analyzes potential environmental effects identified by the City that, after detailed analysis, were determined unavoidable if the project is implemented.

Chapter 10.0: Alternatives Analysis. This chapter considers alternatives to the project that could reduce one or more of the significant environmental impacts identified in Chapter 4. This chapter includes the No Project Alternative and other project alternatives. In addition, alternatives that were considered but rejected from more detailed analysis are also identified.

Chapter 11.0: Mitigation, Monitoring, and Reporting Program. CEQA requires that this chapter list all the mitigation measures required to be implemented by the project, the entity required to monitor the satisfactory completion of the Mitigation, Monitoring, and Reporting Program (MMRP), and at what point in the process the mitigation measures are to be accomplished.

Chapter 12.0: References. This chapter provides a list of the sources referenced in the EIR.

Chapter 13.0: Preparers of the Environmental Document. This chapter identifies the persons and organizations that participated in the preparation of the EIR.

Appendices: The NOP and each of the EIR technical studies prepared for the project are provided for public review.

CHAPTER 2.0

ENVIRONMENTAL SETTING

This chapter provides a general description of the existing physical conditions for the project site, as well as an overview of the local and regional environmental setting per Section 15125 of the CEQA Guidelines. Also provided in this chapter is a general discussion of public services serving the project site. Greater details relative to the setting of each environmental issue area addressed in this EIR is provided at the beginning of each impact area presented in Chapter 4.0, Environmental Analysis, of this EIR.

CEQA Guidelines Section 15125(a) guides the discussion of the environmental setting for the project and advises in the establishment of the project baseline. According to CEQA, “[a]n *EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published[...]. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.*” The baseline condition for the project is the fully developed site as established in this chapter and as further described in each section in Chapter 4.0 of this EIR.

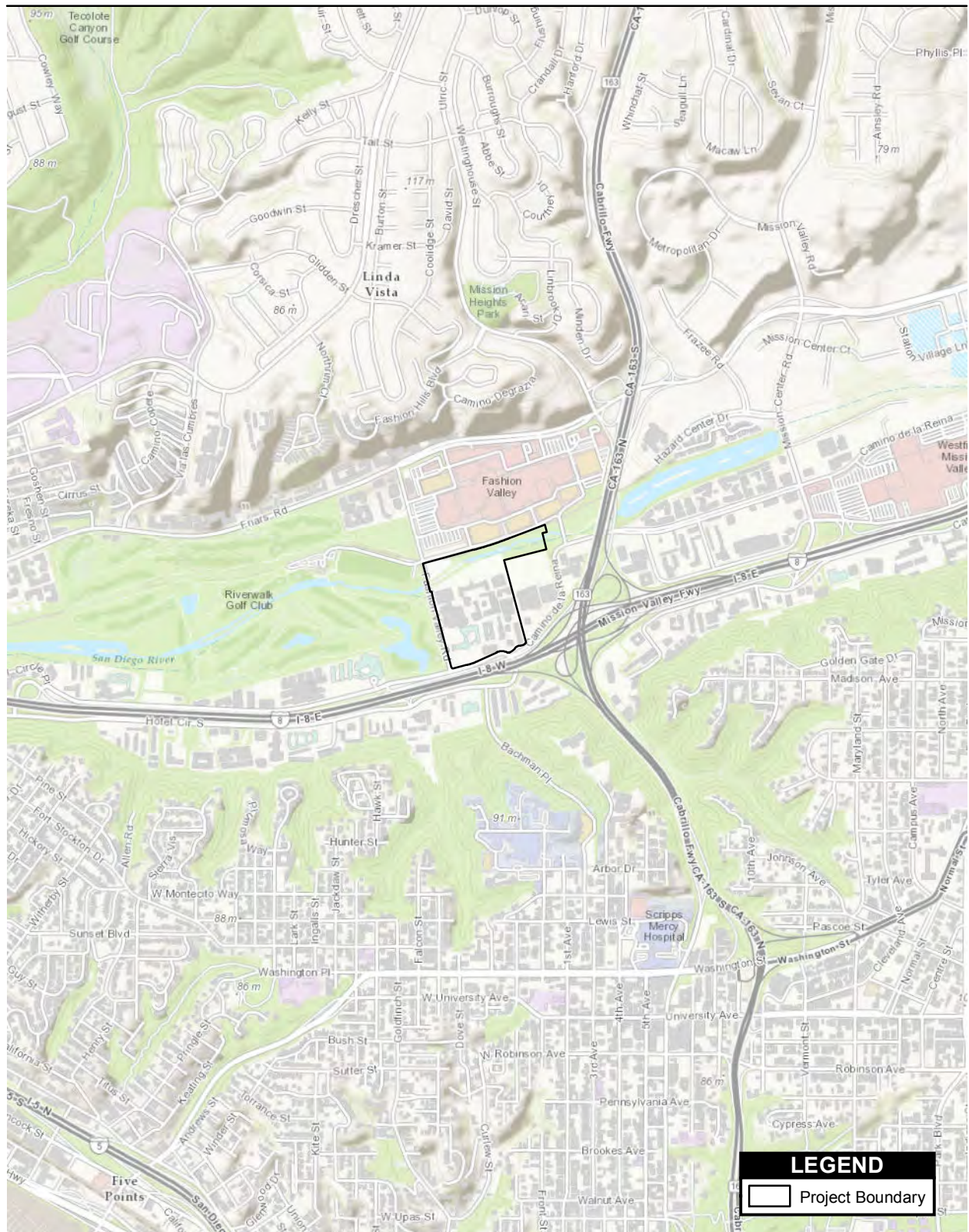
2.1 REGIONAL SETTING

The project site is located in the City of San Diego community of Mission Valley, within San Diego County (see Figure 2-1, Regional Map). The City of San Diego covers approximately 206,989 acres in southwestern San Diego County, in Southern California. Central San Diego is located approximately 17 miles north of the United States-Mexico border and is bordered on the north by the City of Del Mar, the City of Poway, and unincorporated San Diego County land. On the east, the City of San Diego is bordered by the cities of Santee, El Cajon, La Mesa, and Lemon Grove, as well as unincorporated San Diego County land. To the south, the City of San Diego is bordered by the cities of Coronado, Chula Vista, and National City, and the United States-Mexico border. The Pacific Ocean is located on the City of San Diego’s western border.

The Mission Valley community is located in the central portion of the San Diego Metropolitan area. The community is located approximately 4 miles north of downtown San Diego and 5 miles east of the Pacific Ocean. The communities of Linda Vista, Serra Mesa, and Tierrasanta are located north of Mission Valley. Kensington-Talmadge, Normal Heights, Greater North Park, Uptown, and Old Town San Diego are located to the south of Mission Valley. Mission Bay Park is located west of Mission Valley, and the communities of Navajo and College Area are located east of Mission Valley. As shown in Figure 2-2, Vicinity Map, the project site is located in the



Figure 2-1
Regional Map



Source: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community; AECOM 2014

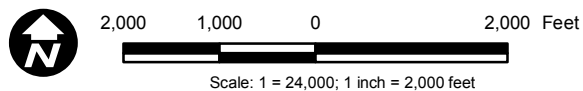


Figure 2-2
Vicinity Map

Town & Country Project EIR

Path: \\ussdglfp001.na.aecomnet.com\data\projects\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922 Maps\EIR\10_3\Fig2_2_Vicinity_10_3.mxd, 11/16/2015, sorensej

center of the Mission Valley community at the northwest corner of the Hotel Circle North/Fashion Valley Road intersection. Regional vehicular access to the site is provided by Interstate 8 (I-8) and State Route 163 (SR-163) via the ramps at Hotel Circle North and Hotel Circle South.

2.2 PROJECT LOCATION

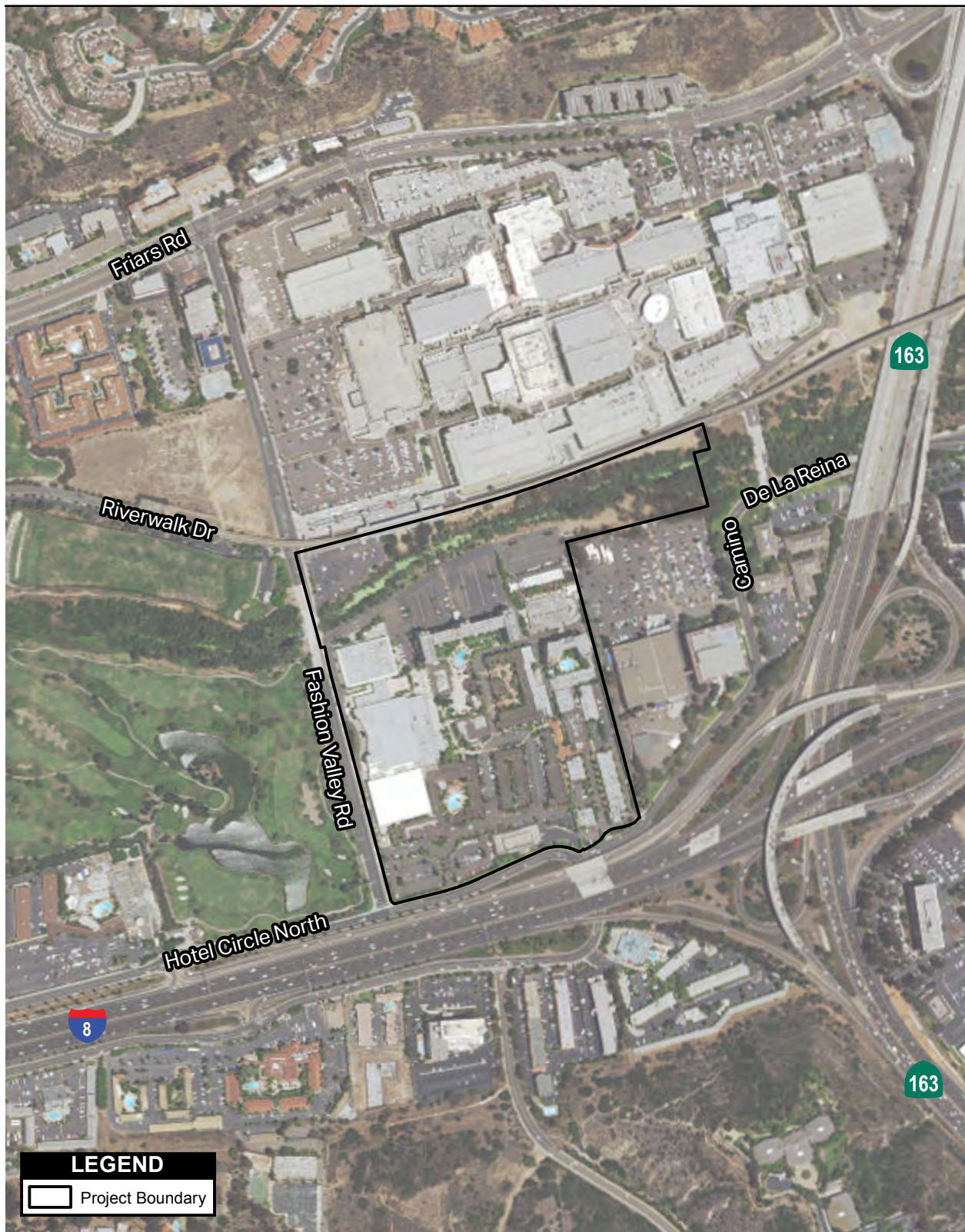
The 39.7-acre project site is located at 500 Hotel Circle North, San Diego, CA 92108 (see Figure 2-3, Project Site Map). The site is bounded to the south by Hotel Circle North and Camino De La Reina, to the west by Fashion Valley Road, to the north by Riverwalk Drive and Fashion Valley Mall, and to the east by the San Diego Union-Tribune property. I-8 is located immediately to the south of Hotel Circle North and Camino De La Reina. The site offers convenient regional access from I-8 and SR-163. Primary local vehicular access is provided from Hotel Circle North/Camino De La Reina and Fashion Valley Road.

The San Diego Metropolitan Transit System (MTS) provides bus service via the Fashion Valley Transit Center, which is immediately to the north of the site across Riverwalk Drive adjacent to Fashion Valley Mall. The bus routes serving the transit center include 6, 20, 25, 41, 88, 120, and 928. These bus routes connect Fashion Valley Mall to Kearny Mesa, University of California San Diego (UCSD), Old Town, Downtown, and North Park. There are MTS bus stops along the frontage on Hotel Circle North and Fashion Valley Road. MTS Route 88 services the bus stop on Hotel Circle North, connecting the MTS Fashion Valley Transit Center to the MTS Old Town Transit Center. MTS Route 88 and MTS Route 120 service the bus stop on Fashion Valley Road, connecting the MTS Fashion Valley Transit Center to Kearny Mesa. Generally, the MTS bus routes within the project vicinity operate with a headway of approximately 10 to 15 minutes on both weekdays and weekends.

Regional light rail transit service is provided at the MTS Fashion Valley Transit Center. The MTS Fashion Valley Trolley station is on the MTS Trolley Green Line, which runs between Santee and downtown San Diego. The intermediate stops include Alvarado Medical Center, San Diego State University (SDSU), Qualcomm Stadium, Mission Valley Center, Linda Vista, Old Town, and Convention Center. Transfer stations in downtown San Diego connect the Green Line to the Blue Line (downtown San Diego to San Ysidro) and the Orange Line (downtown San Diego to El Cajon). The trolley service headways are every 15 minutes.

2.3 SURROUNDING LAND USES

The project site is surrounded predominantly by developed commercial space. North of the project site, north of the San Diego River, is Fashion Valley Mall. To the south and east of the



Source: SanGIS; ESRI; NHD; AECOM 2014

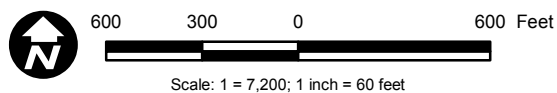


Figure 2-3
Project Site Map

Town & Country Project EIR

Path: \\ussdglfp001.na.aecomnet.com\data\projects\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922_Maps\EIR\10_3\Fig2_3_ProjectSite_10_3.mxd, 11/19/2015, sorensenj

project site, there is more retail development, hotel facilities, and office light industry space. To the west of the project is the Riverwalk Golf Club.

The MTS Fashion Valley Transit Center is also located immediately to the north of the project site across Riverwalk Drive adjacent to Fashion Valley Mall. The project site is connected to the MTS Fashion Valley Transit Center via the pedestrian bridge over the San Diego River. The transit center comprises a hub for bus routes that link to a light rail station on elevated tracks. There are MTS bus stops located along the project frontage on Hotel Circle North and Fashion Valley Road.

Currently, bicycle facilities adjacent to the site consist of a Class III Bike Route designation on Camino De La Reina continuing on Hotel Circle North and Fashion Valley Road. In addition, the San Diego River Pathway includes a 14-foot-wide dedicated Class I bicycle and pedestrian pathway on the north side and south side of the San Diego River. In addition, bike lanes are provided on Hotel Circle South and for a short distance on Hotel Circle North just west of the I-8 underpass.

2.4 EXISTING SITE CONDITIONS

The site currently includes over 30 buildings and structures totaling 909,257 gross square feet (sq. ft.) and consists of a hotel, restaurants, pools, a spa/salon, a convention center, and associated parking lots and parking structures. These buildings contain guestrooms, hotel guest services, support areas, convention facilities, food and beverage facilities, and parking garages. The site currently comprises 10 parcels. All parcels within the site are under a single ownership and contain existing easements and right-of way dedication areas.

The project site includes two mid-rise hotel structures: the 10-story, 324-room Royal Palm Tower and the nine-story, 207-room Regency Tower, located in the central-north and northeast portions of the project site, respectively. The site also contains approximately 18 low-rise hotel structures distributed across the southeast quadrant and center of the project site, comprising approximately 423 hotel rooms. Each hotel provides a pool, hot tub, and pool maintenance rooms.

In addition, the project site contains eight structures designated as event facilities. The three largest, the Golden Pacific Ballroom, the Atlas Ballroom, and the Grand Exhibit Hall, occupy the western third of the project site. Three other event facilities occupy the center of the project site and two are also adjacent to low-rise hotel structures at the eastern portion of the project site.

The project site includes a three-level parking structure located in the northeast corner and asphalt-paved parking areas to the north and south. Other miscellaneous facilities include three restaurant buildings, a laundry facility located in the central-east portion of the project site, and a vehicle wash area along the eastern edge of the project site.

A pedestrian bridge crosses the San Diego River on the northern portion of the site that provides access to Fashion Valley Mall. The project site is predominately south of the River with a small area of development at the northwest corner, north of the River.

The San Diego River begins 50 miles to the east in the Cuyamaca Mountains, flows through the northern portion of the site, and drains into the Pacific Ocean located approximately 5 miles to the west of the site. The topography of the project site is relatively flat and ranges from an elevation of about 19 feet above mean sea level (AMSL) to about 29 feet AMSL.

The northern portion of the project site is within the Federal Emergency Management Agency (FEMA) Regulatory Floodway of the San Diego River (FIRM Map Number 06073C1618G, revised May 16, 2012). The Regulatory Floodway covers the northern 13.31 acres of the project site. Existing wetland buffers and habitat areas cover approximately 7 acres. The majority of this area is undeveloped open space, and a portion is currently developed as parking in support of the hotel and convention center. The project site is entirely within the floodplain of the San Diego River (Zone AE). The project site's drainage is split discharging north directly into the San Diego River and [to the south to catch basins in the public ROW and into a conveyance system that extends to the San Diego River.](#) ~~over half discharges to the south into California Department of Transportation (Caltrans) owned drainage box culverts under the I-8 off-ramp.~~

2.5 EMERGENCY SERVICES

2.5.1 Police

Police protection within the City of San Diego is provided by the San Diego Police Department (SDPD). The project site is currently served by the SDPD Western Division Substation at 5215 Gaines Street. This station serves the Mission Valley community west of SR-163, along with other nearby neighborhoods. The total service area of the Western Division Substation is about 22.7 square miles, with a population of 129,709 (SDPD 2015). The project site is located specifically in Beat 623 of the Western Division. Police protection is further discussed in Section 4.12, Public Services and Facilities, of this EIR.

2.5.2 Fire Safety

The City of San Diego Fire-Rescue Department (SDF-RD) provides fire protection and emergency services to the project site through existing facilities. There are seven first alarm fire stations available to serve the project site, which are further discussed in Section 4.12, Public Services and Facilities, of this EIR.

2.6 LIBRARY SERVICES

Library services and facilities are provided by the San Diego Public Library System. Four branch libraries are located within 3.5 miles from the project site. The Mission Hills library is located at 925 W. Washington Street approximately 2 miles to the southwest. The Linda Vista library is located at 2160 Ulric Street approximately 2 miles to the north, and the University Heights library is located at 4193 Park Boulevard approximately 3 miles to the southeast. The Mission Valley library is located approximately 3.5 miles to the northeast of the project site at 2123 Fenton Parkway. Library services are further discussed in Section 4.12, Public Services and Facilities, of this EIR.

2.7 SCHOOL SERVICES

The project site is located within the boundaries of the San Diego Unified School District (SDUSD). There are no public schools located within Mission Valley but there are existing schools within 4 miles of the project site: Francis Parker School (grades K–12) at 6501 Linda Vista Road, Carson Elementary School (grades K–5) at 6905 Kramer Street, Montgomery Middle School (grades 6–8) at 2470 Ulric Street, and Kearny High School (grades 9–12) at 7651 Wellington Street, all of which are located in Linda Vista. Francis Parker School and Carson Elementary are roughly 2 miles from the project site, Montgomery Middle school is approximately 2.5 miles away, and Kearny High School is roughly 4 miles from the project site. School services are further discussed in Section 4.12, Public Services and Facilities, of this EIR.

2.8 RECREATIONAL SERVICES

Larger park facilities in the vicinity of the project site include Balboa Park approximately 2 miles southeast, Mission Bay Park approximately 2.5 miles west, Mission Trails Regional Park approximately 6.5 miles to the northeast, and Presidio Park approximately 1.3 miles west of the project site. The project is located within the Mission Valley Community Planning Area, which is within the North Central Region of the City's Recreation Element. This area includes Clairemont Mesa, Kearny Mesa, Linda Vista, Mission Valley, Serra Mesa, and University. Mission Valley only has approximately 8 acres of existing public park space at Sefton Field.

Recreational services are further discussed in Section 4.12, Public Services and Facilities, of this EIR.

2.9 PLANNING CONTEXT

2.9.1 General Plans and Zoning

City of San Diego General Plan

The General Plan for the City of San Diego guides development for the City through its 10 elements, each with its own citywide policies. The General Plan was comprehensively updated in 2008 and provides a strategy, the City of Villages, to enhance the City's communities and neighborhoods. Under the City of Villages strategy, the General Plan directs new development away from natural undeveloped lands into existing urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. This strategy utilizes smart growth principles to preserve remaining open space by promoting mixed-use development areas and focusing development in areas that already contain the necessary infrastructure for development. The General Plan Land Use designation for the site is Commercial/Employment; Retail & Services primarily for the hotel and convention center; and Park, Open Space & Recreation along the River (see Figure 2-4, General Plan Land Use Map).

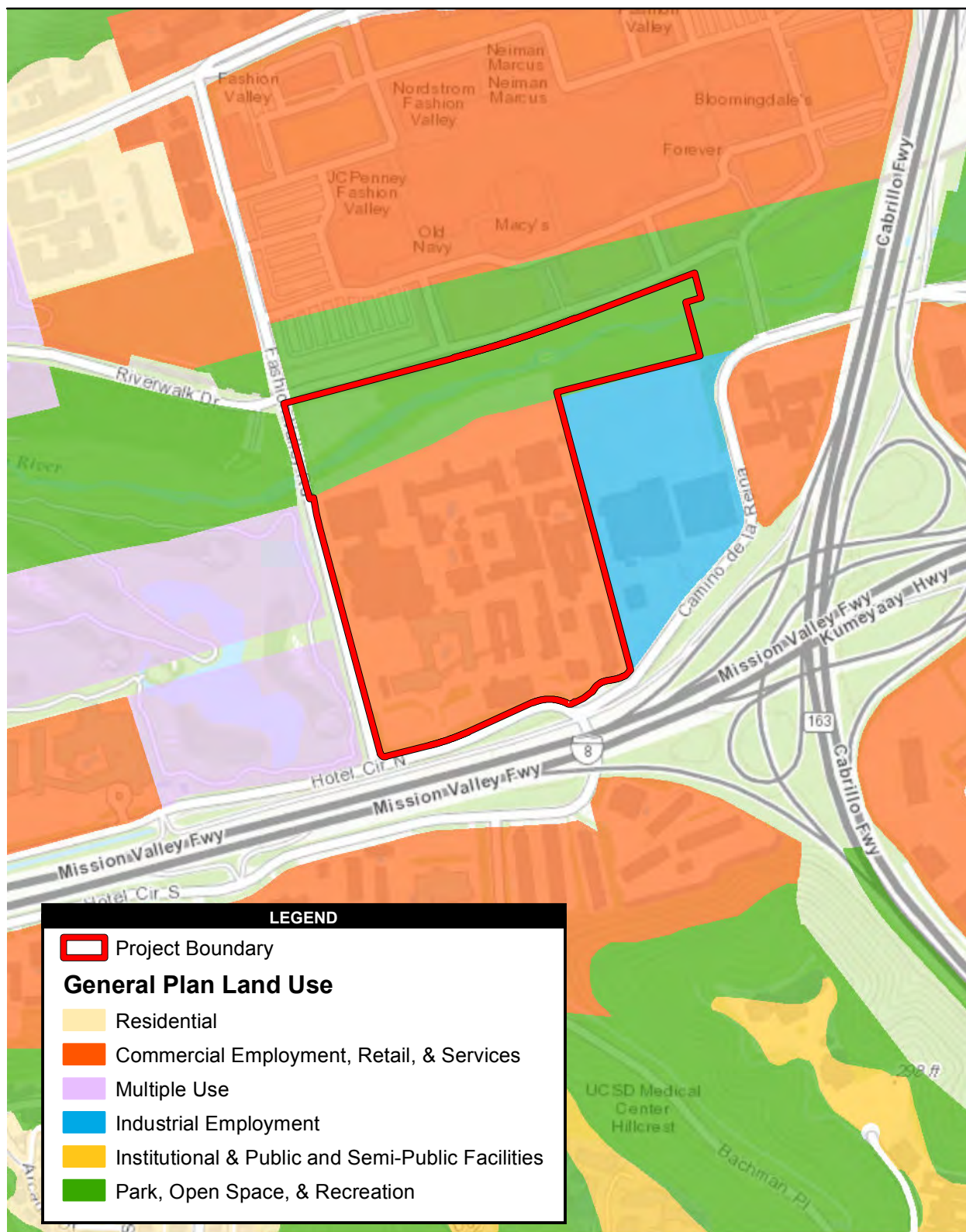
The 10 elements included in the General Plan are (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. Elements of the General Plan contain a variety of goals and policies that relate to environmental issues.

Atlas Specific Plan

The project site is currently subject to the authority of the ASP (R-272571) approved on December 13, 1988. As identified in Figure 24 of the ASP (proposed land uses), the site is designated as Commercial Recreation Tourist Related.

Mission Valley Community Plan

The project is located within the MVCP, which was adopted in 1985. Mission Valley is a largely developed area near the geographic center of the City of San Diego and includes residential, hotel, commercial, employment, and recreational uses. The MVCP is divided into the following



Source: ESRI 2015; SANGIS 2015



Figure 2-4
General Plan Land Use Map

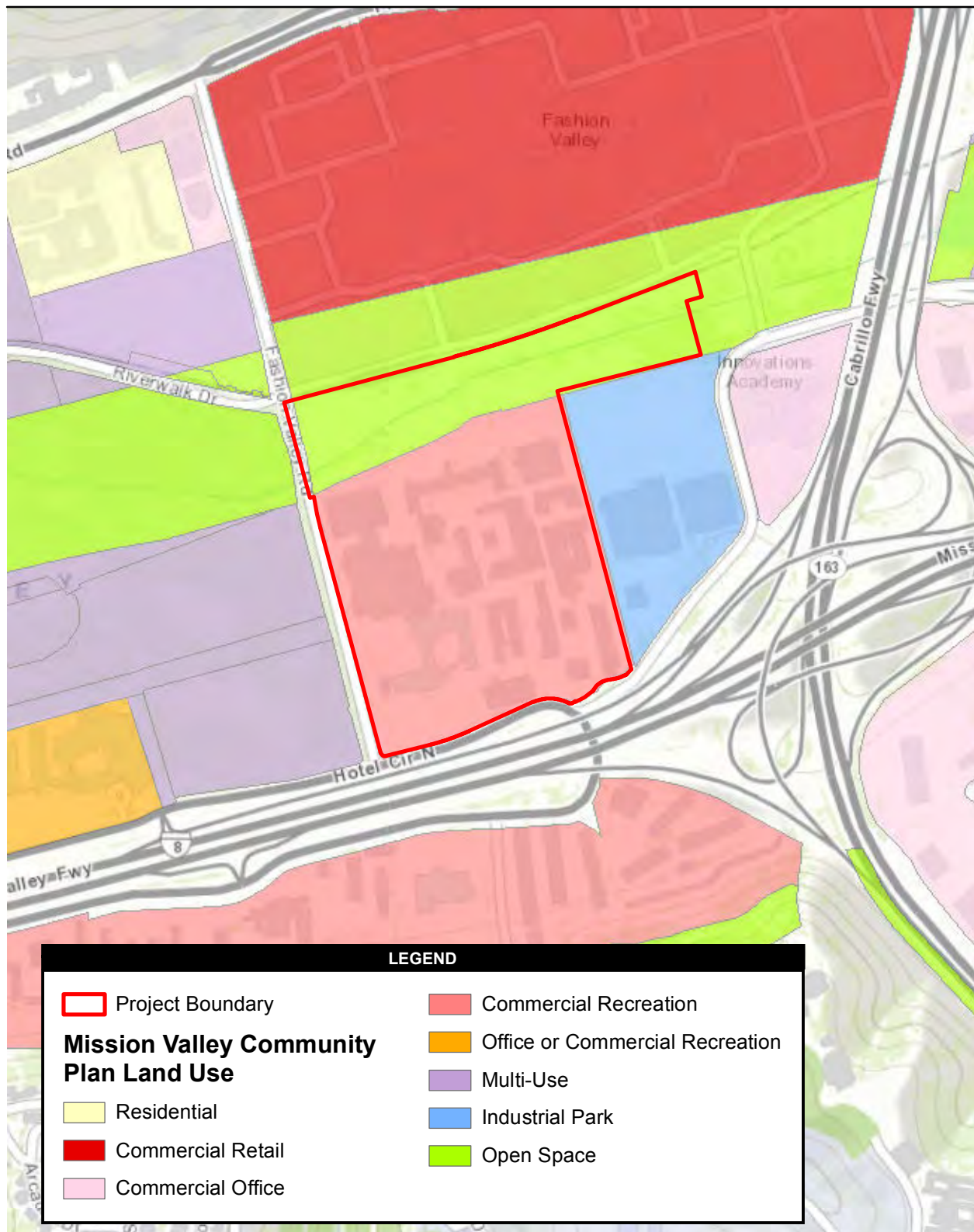
elements, each with its own goals, policies, and proposals: land use, transportation, open space, development intensity, community facilities, conservation, cultural and heritage resources, urban design, and implementation. As identified in the MVCP, the land use for the project site is Commercial Recreation (see Figure 2-5, MVCP Land Use Plan). The purpose of the Commercial Recreational zone is to provide uses such as lodging (hotels and motels), recreational facilities (health clubs, tennis, and racquetball courts), and entertainment facilities (theatres and convention centers).

Mission Valley Community Plan Transportation Element

The MVCP Transportation Element emphasizes that “transportation systems should be well balanced between the individual needs of the various users and the traveling public within that particular community” (City of San Diego 1985). The transportation system must offer residents and/or employees the maximum opportunity of transportation choices to fulfill their individual needs and provide a dynamic system for the growth of the community. The following objectives are included as part of the Community Plan Transportation Element:

- Facilitate transportation into, throughout and out of the Valley while seeking to establish and maintain a balanced transportation system.
- Encourage the use of public transit modes to reduce dependency on the automobile.
- Provide adequate off-street parking for all new development in Mission Valley.
- Coordinate and combine parking areas and goods delivery to provide a more efficient use of land area.
- Encourage bicycle use in the Valley.
- Create the San Diego River Pathway that would provide for bicycle and pedestrian access along the San Diego River and would also connect to other regional bicycle and pedestrian trails.
- Improve the visual quality as well as the physical efficiency of the existing and future pedestrian circulation system.

As identified in the MVCP Development Intensity Element and ~~Appendix D of~~ the MVPDO, the project site is located in Development Intensity District C. Traffic thresholds for District C are 150 trips /acre for Threshold 1 ~~Area 1 of the MVCP is 150 trips/acre~~ and 417 trips/acre for Threshold 2. The 417 trips per acre are applicable for a project going through a discretionary Mission Valley Development Permit approval process. ~~District C, as pertinent to project location.~~



Source: ESRI 2015; SANGIS 2015

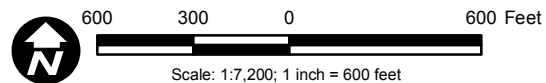


Figure 2-5
Existing MVCP Land Use Map

Zoning

Zoning for the project site is currently governed by the ASP (proposed land uses) and has a designation of Commercial Recreation Tourist Related. The City's zoning map identifies the property zoning as MVCP-MV-M/SP for the developed portion of the site and the River is zoned Open Space—Floodplain (OF-1-1) (see Figure 2-6, Existing Zoning Map).

Mission Valley Planned District Ordinance

The project site is located within the MVPDO, as established by the SDMC, Chapter 15, Article 14 (City of San Diego 2015). The MVPDO contains zoning, and land use and development standards specific to the MVCP area. The MVPDO is divided into two subareas at the project site: the Development Intensity Overlay District and the San Diego River Subdistrict. The purpose of the Development Intensity Overlay District is to limit development intensity to the levels allowed under the MVCP by limiting the number of average daily trips generated by the land uses of any development proposal. The purpose of the San Diego River Subdistrict is to ensure that development along the San Diego River is consistent with the SDRPMP and the San Diego River section of the MVCP.

City of San Diego Multiple Species Conservation Program/ Multi-Habitat Planning Area

The Multiple Species Conservation Program (MSCP) is a comprehensive, long-term planning program developed to preserve habitat and open space and preserve biodiversity in San Diego County. The MSCP covers a wide range of species found in San Diego and is designed to provide permit-issuance authority to the appropriate local regulatory agencies. Participating local jurisdictions implement the MSCP through subarea plans. The City of San Diego's MSCP provides a process for the issuance of incidental take permits (ITPs) under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning Act. The goal of the City's MSCP Subarea Plan is to conserve sensitive species and biodiversity while continuing to allow for the economic growth of the City. The Subarea Plan establishes a 52,727-acre preserve area to delineate core biological resource areas and corridors targeted for conservation, known as the City's Multi-Habitat Planning Area (MHPA). The project site contains approximately 6.98 acres within the MHPA.

Land Development Code

Chapters 11 through 15 of SDMC are referred to as the Land Development Code (LDC), as they contain the City's land development regulations that dictate how land is to be developed and used within the City. The LDC contains citywide base zones and the planned district ordinances that specify permitted land use and zoning based development standards.

In addition, the SDMC LDC Biology Guidelines (Biology Guidelines; City of San Diego 2012) that regulate development activities according to project location, within or outside of the MHPA. Upon project compliance with the MSCP Subarea Plan and the Biology Guidelines, the City is able to issue “take” authorization for covered species.

San Diego Transit-Oriented Development Design Guidelines

The project site is adjacent to the existing MTS Fashion Valley Transit Center (a bus hub and green line San Diego Trolley station). The entire project site is within a 2,000-foot walking distance of the transit center. This meets the definition of a TOD per the TOD Design Guidelines. In addition, the project site is an “Urban TOD” on a “Redevelopable Site” and subject to Design Guidelines Sections 1, 2, and 4–11 (City of San Diego 1992).

Transit Area Overlay Zones

The project site is also located within the Transit Area Overlay Zone. The Transit Area Overlay Zone (contained in SDMC Chapter 13, Article 2, Division 10) reduces off-street parking requirements in areas that receive a high level of transit service. Properties within the Transit Area Overlay Zone are subject to supplemental parking regulations contained in Chapter 14, Article 2, Division 5 of the SDMC.

Residential Tandem Parking Overlay Zone

The project site falls within the Residential Tandem Parking Overlay Zone, as described in SDMC Chapter 13, Article 2, Division 9. Properties in this zone have been identified as areas in which tandem parking may be counted as two off-street parking spaces for required parking. Both tandem spaces must be assigned to the same unit, and at least one of the two parking spaces shall be within a completely enclosed structure.

San Diego River Park Master Plan

The SDRPMP is a City policy document that aims to revitalize the San Diego River and reconnect it to the surrounding community. Development regulations for the River are included in the MVPDO within the LDC. The SDRPMP provides guidance on creating a River-long park from the Ocean Beach Park to the City of Santee. It includes two distinct planning areas: the River Corridor Area, which consists of the 100-year floodway along both River banks plus a 35-foot path corridor on each side, and the River Influence Area, which consists of the first 200 feet adjacent to the River Corridor Area on both sides of the River (City of San Diego 2013). The SDRPMP divides the San Diego River into six segments and gives specific recommendations for

each. The project site is located within the Lower Valley segment, which spans from Interstate 5 (I-5) to Interstate 15 (I-15).

Floodplains/Floodway

Per FEMA FIRM panel 6073C1618G, the project site is entirely within the floodplain of the San Diego River (Zone AE) with a base flood elevation of 35 using the NAVD88 datum. Areas designated “Zone AE” are subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods (FEMA.gov 2015) (see Figure 4.6-2).

2.9.2 Regional Plans

San Diego Forward: The Regional Plan

The San Diego Association of Governments’ (SANDAG) San Diego Forward: The Regional Plan is an update of the Regional Comprehensive Plan for the San Diego Region (RCP) and the 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS), combined into one document. The Regional Plan provides a blueprint for San Diego’s regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to the RTP, the Regional Plan includes a sustainable communities strategy (SCS), in compliance with Senate Bill (SB) 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The purpose of the SCS is to help the San Diego region meet the greenhouse gas (GHG) emissions reductions set by the California Air Resources Board (ARB). The Regional Plan has a horizon year of 2050, and projects regional growth and the construction of transportation projects over this time period. The Regional Plan was adopted by the SANDAG Board on October 9, 2015.

San Diego Regional Air Quality Strategy

The San Diego Regional Air Quality Strategy (RAQS) was developed to identify feasible emission control measures and provide expeditious progress toward attaining the state ozone standards. The two pollutants addressed in the RAQS are volatile organic compounds (VOCs) and oxides of nitrogen (NO_x), which are precursors to the formation of ozone. The San Diego County Air Pollution Control District (SDAPCD) is responsible for RAQS development and implementation.

Water Quality Control Plan for the San Diego Basin

The San Diego Regional Water Quality Control Board's (RWQCB) Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters (RWQCB 1994). Specifically, the Basin Plan (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan (California Water Code Sections 13240 thru 13244, and Section 13050(j)). Additionally, the Basin Plan incorporates by reference all applicable state and RWQCB plans and policies.

San Diego International Airport ALUCP

The project site is located approximately 3 miles from the San Diego International Airport (SDIA), and is located within the SDIA Airport Influence Area (AIA) Review Area 2 for the SDIA Airport Land Use Compatibility Plan (ALUCP). The basic function of the ALUCP is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible land uses. The ALUCP safeguards the general welfare of the inhabitants within the vicinity of SDIA and the public in general. The ALUCP provides policies and criteria for the City of San Diego to implement and for the San Diego County Airport Land Use Commission (ALUC) to use when reviewing development proposals that require rezones and/or plan amendments. The City of San Diego implements the SDIA ALUCP policies and criteria through the development permit review process.

Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1, which is defined by the combination of a 60-decibel (dB) Community Noise Equivalent Level noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs). A TSS defines critical airspace that must be protected to allow for safe approaches to runways. All policies and standards apply to Review Area 1. Only airspace protection and overflight policies and standards apply to Review Area 2 (San Diego County Airport Authority 2014). The project site is also within the Federal Aviation Administration (FAA) Part 77 Notification Area for SDIA.

Montgomery Field ALUCP

The project site is located approximately 4 miles south of Montgomery-Gibbs Executive Airport (formerly known as Montgomery Field) and is within the AIA Review Area 2 identified in the ALUCP Montgomery Field Airport ALUCP (San Diego County Airport Authority 2010). The

Montgomery Field AIA is defined as “the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses.” There are two Review Areas identified in the Montgomery Field ALUCP. Review Area 2 involves airspace protection or overflight compatibility factors. The City of San Diego implements the Montgomery Field ALUCP policies and criteria with the Supplemental Development Regulations contained in the Airport Land Use Compatibility Overlay Zone (SDMC, Chapter 13, Article 2, Division 15).

The project site is also within the FAA Part 77 Notification Area for Montgomery-Gibbs Executive Airport.

CHAPTER 3.0

PROJECT DESCRIPTION

This EIR analyzes potential environmental effects associated with the proposed Town & Country Project (project), located on 39.7 acres at 500 Hotel Circle North in the Mission Valley community of San Diego, California (Figure 2-3). The project includes redevelopment of the existing Town & Country Hotel and Convention Center (i.e., the site). The central and southern portions of the site are currently developed as a hotel with guest rooms, food and beverage facilities, fitness and spa facility, pool amenities, landscaped grounds, related hotel services facilities, and parking areas. This includes 954 hotel rooms and a 213,000-sq.-ft. convention center with a ~~258~~229-space subterranean parking structure. The northern portion of the site is within the Federal Emergency Management Agency Regulatory Floodway of the San Diego River (River). The majority of this area is undeveloped open space and a portion is currently developed as surface parking in support of the hotel and convention center.

3.1 PURPOSE AND OBJECTIVES OF THE PROJECT

CEQA Guidelines require that the Project Description include a statement of the objectives of the project. A clearly defined written statement of the objectives helps the lead agency develop a reasonable range of alternatives to evaluate in the EIR and aids decision makers in preparing findings and overriding considerations, if necessary. The statement of objectives also needs to include the underlying purpose of the project [CEQA Guidelines Section 15124(b)].

Project Objectives

The successful implementation of the project would achieve the following objectives:

- (1) Provide a Town & Country Hotel and Convention Center that is more responsive to the expectations and needs of contemporary hotel and convention center guests through a selective program of renovation, rebuilding, and replacing portions of the existing facilities;
- (2) Create a Town & Country project that would be supported by the consolidated hotel and convention facilities within a more compact and pedestrian-friendly site footprint;
- (3) Maintain and enhance the economic value for San Diego and the unique niche in the San Diego region that is filled by the Town & Country Hotel and Convention Center;

- (4) Reorient the hotel and convention center to engage the San Diego River, and expand and enhance the River corridor with new passive open space so as to improve the experience of visitors to and residents of the project site; and
- (5) Through a more compact hotel footprint, provide housing on-site to support opportunities for transit-oriented residential development in proximity to the Fashion Valley Transit Center.

3.2 PROJECT CHARACTERISTICS

Summary of Master Plan

The project proposes the consolidation, renovation, and infill redevelopment of the 39.7-acre Town & Country Hotel and Convention Center site. The Town & Country Master Plan would guide the redevelopment of the site. Critical proposed elements of the Master Plan include a consolidated and renovated hotel and convention center; a new compact multi-family residential neighborhood; a restored San Diego River open space habitat; a new passive public park; and multi-use San Diego River Pathway providing a link in a regional recreational corridor. Table 3-1 provides a summary of the Master Plan components, which are further discussed in the subsequent sections below. Figure 3-1 displays the proposed zoning for the site of MVPD-MV-M and would be developed in accordance with two zones: MVR-5 for the residential district and MV-CV for the hotel district; and Figure 3-2 illustrates the proposed MVCP land use for the project site of Multi-Use.

3.2.1 Creation of Three Districts

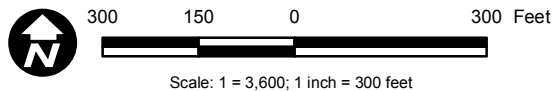
The overall design of the project would create a pedestrian-friendly TOD by establishing specific complementary land uses in three districts: Park District, Residential District, and Hotel District (Figure 3-3).

3.2.1.1 Park District

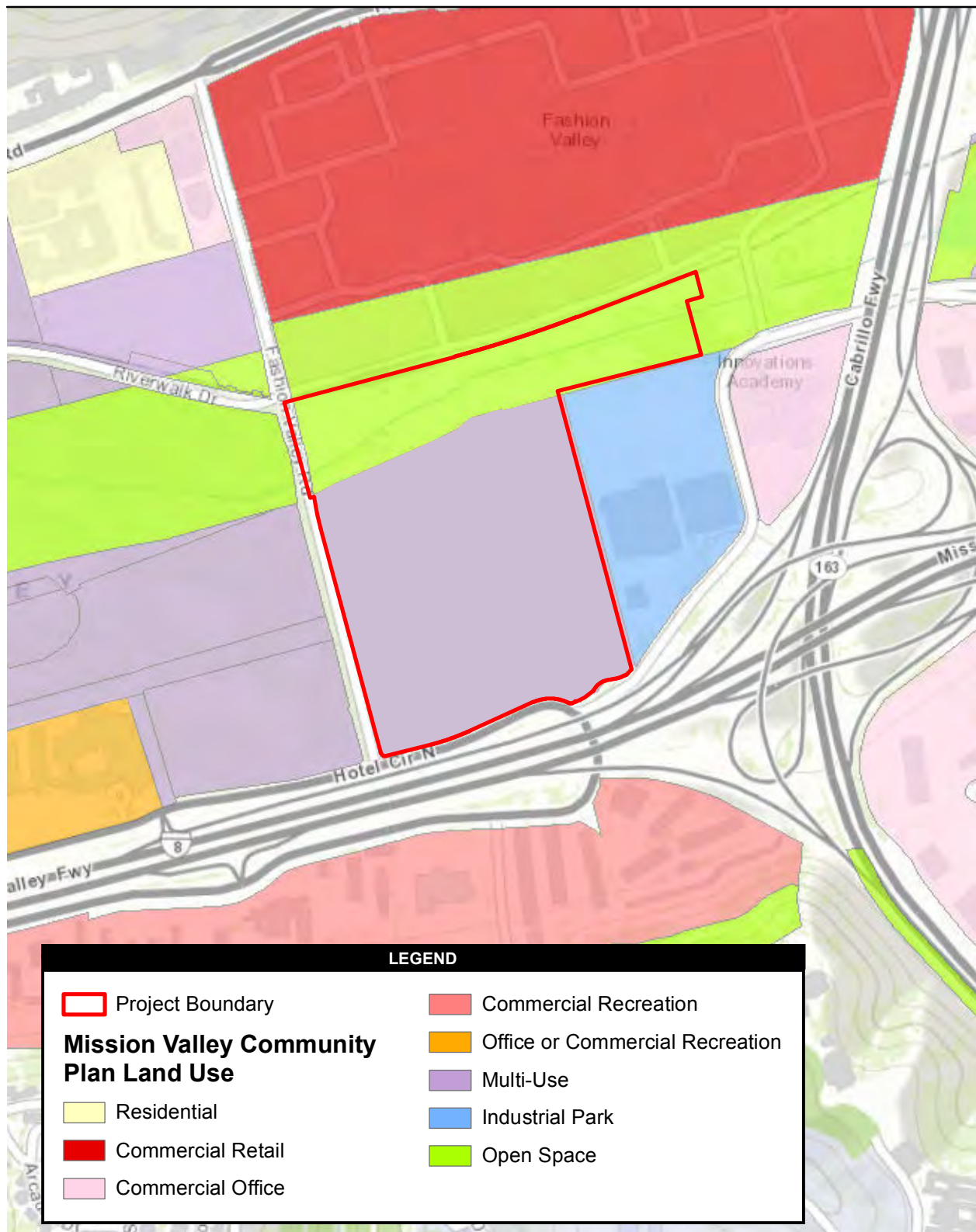
The approximately ~~12.04~~[11.57](#)-acre Park District is located in the northern portion of the project site along the San Diego River and would include restoration and enhancement of existing habitat areas, and creation of new habitat areas described in detail below. The Park District would also include a passive public park, and, adjacent to the southerly edge of the habitat areas, a small area for storm water management.



Source: SanGIS 2014; AECOM 2014; BING 2014



**Figure 3-1
Proposed Zoning Map**



Source: ESRI 2015; SANGIS 2015

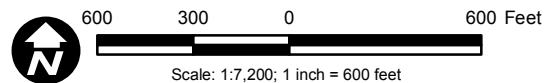


Figure 3-2
Proposed MVCP Land Use Map

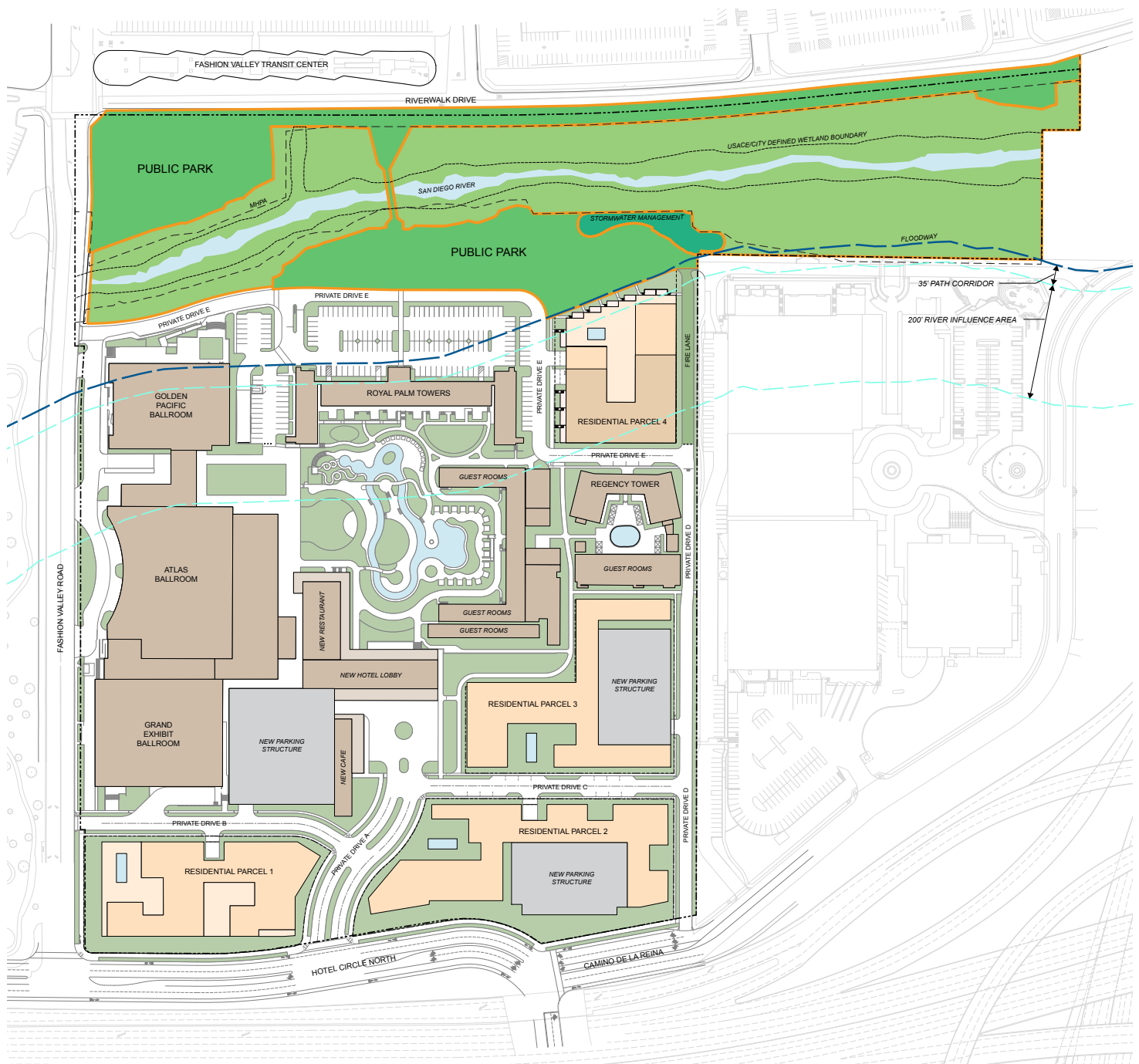


Figure 3-3
Site Plan

**Table 3-1
Summary of Project Components**

Project Element	Description	Project Site Acreage	Target Dwelling Units	Approximate Parking Spaces
Creation of Three Districts				
<i>Park District</i>	<ul style="list-style-type: none"> Creation of 78.11 acres of restored riverine open space habitat. Construction of approximately 3.84<u>31</u> acres of new passive public parkland. Creation of 14-foot-wide San Diego River Pathway located within floodway open space. 	12.04 <u>11.57</u>	-	-
<i>Hotel District</i>	<ul style="list-style-type: none"> Consolidation and upgrade of Town & Country Hotel and Convention Center. Reduction in hotel rooms and Convention Center facilities. Construction of a new lobby, food and beverage facilities, main pool area<u>water amenity</u>, and loading dock. Provision of water-wise landscaping. Construction of a new four-story parking structure providing 430<u>467</u> parking spaces with architectural shade structures that cover 50% of each rooftop parking space at 50% opacity. <u>Minor interior and exterior improvements to the Royal Palm Towers</u> 	16.85 <u>89</u>	-	921
<i>Residential District</i>	<ul style="list-style-type: none"> Construction of two<u>four</u> new podium<u>residential parking</u> structures providing a total of <u>approximately</u> 1,287 parking spaces (see details below). Architectural shade structures shall be provided which cover 50% of each rooftop parking space at 50% opacity. Provision of 840 multi-family dwelling units configured in four residential parcels: 			
	<i>Residential Parcel 1</i>	1.80 <u>81</u>	160	224
	<i>Residential Parcel 2</i>	2.53	275	443
	<i>Residential Parcel 3</i>	1.99	255	410
	<i>Residential Parcel 4</i>	1.37	150	210
Vehicular and Pedestrian Access				
<i>External Street Improvements</i>	<ul style="list-style-type: none"> Improvements to Hotel Circle North and Camino De La Reina. 	-	-	-
<i>Internal Street Improvements</i>	<ul style="list-style-type: none"> Provision of internal private drive (Private Drives A through Private Street E) in the Residential and Hotel Districts. The internal streets would feature trees, landscape areas, and sidewalks. 	2.00 <u>43</u>	-	-
Zoning Revisions				
<i>Zoning</i>	<ul style="list-style-type: none"> The zoning for the River Park District is Open Space–Floodplain (OF-1-1). <u>A portion of the OF-1-1 zone would be rezoned to MVPD-MV-M.</u> The new zoning for the <u>development area is MVPD-MV-M. The Residential</u> is will be developed consistent with the MVR-5 <u>zone</u> and the Hotel Districts is will be developed consistent with the MV- CV <u>zone per the Master PDP.</u> 	-	-	-
Demolition				
<i>Hotel District</i>	<p>This would involve demolition of the following facilities:</p> <ul style="list-style-type: none"> 254 hotel rooms, <u>approximately 74,078 sq. ft.</u> 35,635<u>625</u> sq. ft. of convention space, 14,298 sq. ft. of spa building, <u>25,652<u>625</u> sq. ft. of food and beverage buildings,</u> <u>6,064 sq. ft. of hotel support space.</u> <u>26,597 sq. ft. of spa and guest services space.</u> 63,500 sq. ft. of parking garage; and 	-	-	-

Project Element	Description	Project Site Acreage	Target Dwelling Units	Approximate Parking Spaces
	<ul style="list-style-type: none"> Removal of approximately 416 existing surface parking spaces along the northern and southern edges of the riverine open space during Phase 1 			
Other Proposed Improvements				
ROW Dedication LOL	<ul style="list-style-type: none"> Hotel District Fashion Valley Road right-of-way (ROW) dedication Irrevocable offer to dedicate 	0. 28 25	-	-
ROW Dedication	<ul style="list-style-type: none"> Residential District Hotel Circle North and Camino De La Reina ROW dedication 	0. 82 88	-	-
TOTAL		39.72	840	2208

Habitat Enhancement/Restoration

One element of the Park District is the proposed restoration and enhancement of approximately ~~7.5~~[8.11](#) acres of native habitat, including 6.98 acres located within the MHPA. This includes 2.53 acres of restoration and enhancement to riparian habitat and the addition of a 0.23 acre coastal sage scrub ~~strip~~[area](#), as required by Mitigated Negative Declaration (MND) No. 118318 and SDP No. 400602. The remaining ~~4.74~~[5.35](#) acres includes the restoration and enhancement of riparian habitat, the addition of coastal sage scrub, and the restoration of oak woodland habitat, beyond the requirements of SDP No. 400602. Additionally, the habitat area would be enclosed by a fence, which would provide access points for maintenance of habitat and existing San Diego River drainage structures. The project would increase the width of native habitats at the most constricted section of the River from approximately 80 feet up to 210 feet, and would establish a 30-foot wetland buffer and a variety of Low Impact Development (LID) strategies directly adjacent to the riparian corridor.

Population-Based Public Park

The City's Recreation Element establishes a minimum standard of 2.8 acres per 1,~~181~~[1000](#) people for population-based parks. With the application of the multi-family vacancy rate, the project is required to provide 3.31 acres of population-based parks. This standard can be met through neighborhood and community park acreage, as well as park equivalencies.

In compliance with the SDRPMP, the park space would be designed for passive recreation. Park space may include passive lawn areas, and signage and benches along the San Diego River Pathway for wildlife viewing and educational purposes, as well as resting points along the trail. The park space also includes the improvement of an existing picnic area that is currently located within the MHPA. ~~The environmental review, design and planning, and construction of the population-based public park would be in conformance with Council Policy~~

~~No. 600-33 Community Notification and Input for City-wide Park Development Projects~~ [The City of San Diego Park and Recreation Board recommended approval of a General Development Plan for the park on January 19, 2017. Consistent with the General Development Plan, a General Development Permit \(GDP\) would be processed by the City for the portion of the site delineated within a recreation easement providing for a population-based public park. The design of the park and its components are consistent with the SDMC with the deviations noted in Table 3-6 Land Development Code Deviations.](#)

Creation of a River Pathway

The Park District would include a 14-foot-wide San Diego River Pathway (10-foot-wide concrete path with 2-foot-wide decomposed granite on each side). The project's proposed San Diego River Pathway would be located entirely within floodway open space in the River Park District ~~south of the River.~~ The conceptual alignment of the San Diego River Pathway is not separately delineated from River corridor because it is entirely within floodway open space, ~~which constitutes the full extent of the River corridor.~~ Therefore, the 200-foot River Influence Area is delineated from southern extent of floodway open space.

The conceptual alignment of the San Diego River Pathway would align with the Pathway to the east on the former Union Tribune site, [through the passive population based park](#), and connect to the pedestrian bridge that crosses the River. The San Diego River Pathway would also be constructed on-site parallel to the northern property line on the north side of the River outside of the MHPA area. Pedestrian access would be provided and would align with sidewalk ramps at the intersections along Riverwalk Drive.

The Park District would result in approximately 2,500 linear feet of San Diego River Pathway plus interconnecting pedestrian trails, adding to the emerging pathway system along the San Diego River and providing a variety of trail experiences. The San Diego River Pathway would also include new lighting and a fence (two-rail peeled log with a maximum height of 42-inches) along Riverwalk Drive to keep cars from driving and parking in this area. The design for the San Diego River Pathway unpaved portion includes planting of native flora.

The existing pedestrian bridge over the San Diego River would be replaced by a multi-use bridge in the existing location and at the same elevation. The new multi-use bridge (suitable for use by both pedestrians and bicycles) would be 10 feet wide. It would allow users of the San Diego River Pathway to cross from one side of the River to the other.

There is a proposed storm water treatment system to be located adjacent to the Park District. This would provide a separate system for new development, while maintaining the existing storm

drain infrastructure required for the existing hotel areas. The storm drain design would include two separate systems. One system would serve the Residential District, which would treat storm water on-site before it discharges into the collection system. The second system would serve the renovated hotel development, including parking structure, café, lobby, and restaurant buildings. This system would be treated at the ~~water-quality~~ biofiltration basin adjacent to the habitat area north of Residential Parcel 4. This ~~water-quality~~ biofiltration basin would be connected to the clean water system near the existing outfall to the River.

Parking

Approximately ~~1.2 acres of~~ 145 existing ~~surface~~ parking spaces north of the River, ~~416 existing surface parking spaces along the southern edge of the riverine open space,~~ and 271 spaces ~~adjacent to the Royal Palm Tower and~~ south of the River ~~would,~~ a total of 416 spaces, will be eliminated. These eliminated parking areas would be improved and incorporated into the River Park District.

Access to Park District

The proposed multi-use bridge would provide a direct link between the project site and the MTS Fashion Valley Transit Center. In addition, the Park District would include linkages to the Hotel and Residential District with pedestrian and bicycle access ways.

3.2.1.2 Hotel District

Hotel and Convention Center Renovations

The approximately ~~18~~ 16.89-acre Hotel District would be located in the central and northwestern portions of the site. Implementation of the Hotel District involves renovation of portions of the existing Town & Country Hotel and Convention Center buildings, while demolishing other hotel buildings to accommodate completion of new hotel facilities and residential uses. The hotel capacity would be reduced from 954 to 700 guest rooms and the conference facilities would be reduced from 212,762 to 177,137 gross sq. ft. See Table 3-1 for a detailed list of structures that would be removed.

An approximately 11,400-sq.-ft. new hotel lobby ~~and vehicle arrival court are the~~ is a key ~~elements~~ element of the Hotel District. ~~The hotel lobby would~~ Additional new buildings include a ~~café, bar, and~~ restaurant café (approximately 1,300-sq.-ft.) and a four-story parking structure (approximately 145,600 sq. ft.). These areas, along with select hotel services, would be available to residents in the Residential District, providing a central gathering

place for the community. ~~Additional renovated facilities would include construction of an approximately 12,800-sq. ft. food and beverage facility (11,500-sq. ft. restaurant and a 1,300-sq. ft. café), main pool area, water wise landscaping, and wayfinding signage.~~

Royal Palm Tower

The Royal Palm Tower would receive minor interior and exterior renovations. The interior renovations are on-going and would include updating and modernizing the existing hotel rooms. The exterior improvements include painting the 10-story building façade with a graphic design of colors and patterns to increase its visual interest and perceived depth. This treatment would break up the monolithic visual mass of the existing building and provide an updated appearance that echoes the new overall design theme of the Hotel District. In addition, the porte cochere at the building's main entrance facing the park and river open space would be renovated and directly connect to a landscaped corridor in the River Park District leading to the pedestrian bridge over the San Diego River.

To further activate uses along the River, the existing loading dock at the northern end of the Convention Center would be replaced with an exterior function area for the Golden Pacific Ballroom. This proposed elevated terrace would have views of the passive public park and riparian open space.

Parking

The total parking for the renovated hotel and convention center would be approximately 921 parking spaces. This includes approximately 185 existing surface parking spaces north of the Royal Palm Tower and the existing subterranean parking under the convention center, and a new four-story 145,600-sq.-ft. hotel parking structure proposed north of Residential Parcel 1. The project provides a parking ratio of approximately 1.31 spaces per room, which is slightly less than the current on-site ratio of approximately 1.4 spaces per room.

Access

Primary access to the Hotel District would be provided via a new entryway (Private Drive A) from Hotel Circle North to an arrival courtyard at the new hotel lobby. Private Drive A would also directly connect to the new hotel parking garage adjacent to the arrival courtyard.

3.2.1.3 Residential District

Multi-Family Dwelling Units

The approximately ~~9.7~~10.13-acre Residential District would be located along both the southern and eastern edges of the project site. The project involves demolition of 27 existing structures and on-site surface parking areas. The residential project would ~~range~~have structures approximately 85 feet in height ~~from six to seven stories~~ and include up to 840 multi-family dwelling units. The residential buildings would be designed to be consistent with U.S. Green Building Council Leadership in Energy and Environmental Design (USGBC LEED) Silver standards ~~or equivalent~~. The residential land uses would be configured as four parcels located in the southern and eastern portions of the site: Residential Parcel 1 through Residential Parcel 4.

- **Residential Parcel 1** would be developed as a 1.80-acre parcel located at the corner of Fashion Valley Road and Hotel Circle North. The proposed ~~six-story~~ structure would consist of approximately 160 dwelling units.
- **Residential Parcel 2** would be developed as a 2.53-acre parcel located at the corner of Hotel Circle North and ~~Street~~Private Drive A. The proposed ~~seven-story~~ structure would consist of approximately 275 dwelling units and parking as described below.
- **Residential Parcel 3** would be developed as a 1.99-acre parcel located north of Parcel 2 and west of ~~Street~~Private Drive D. The proposed ~~seven-story~~ structure would consist of approximately 255 dwelling units and parking as described below.
- **Residential Parcel 4** would be developed as a 1.37-acre parcel located north of Parcel 3, the Regency Tower, and ~~Street~~Private Drive E and west of ~~Street~~Private Drive D. It is proposed to be a terraced building that ranges from ~~a two~~approximately 26 feet- to ~~seven-story structure~~5 feet providing approximately 150 dwelling units and parking as described below.

The anticipated building construction types would be either “podium” or “wrap” style. A podium configuration generally consists of residential units built on top of a parking structure. A wrap configuration partially conceals the sides of a freestanding, connected parking structure with residential units.

Parking

The Residential District would include construction of four new parking structures to yield a total of approximately 1,287 parking spaces. ~~A podium-style~~A parking structure yielding

approximately 224 spaces would be constructed for Residential Parcel 1, and a ~~podium-style~~ parking structure yielding approximately 443 spaces would be constructed for Residential Parcel 2. A ~~wrapped-style~~ parking structure yielding approximately 410 spaces would be constructed for Residential Parcel 3, and a ~~wrapped-style~~ parking structure yielding approximately 210 spaces would be constructed for Residential Parcel 4.

Access

For Residential Parcel 1, vehicular access to the proposed ~~two-story~~ parking structure would be provided from Private Drive B. No vehicular access would be permitted directly from Fashion Valley Road, Hotel Circle North, or Private Drive A.

For Residential Parcel 2, vehicular access to the proposed ~~two-story~~ parking structure would be provided from Private Drives C and ~~Street~~ D. No vehicular access would be permitted directly from Hotel Circle North, Private Drive A, or Camino De La Reina.

For Residential Parcel 3, vehicular access to the proposed ~~two-story~~ parking structure would be provided from Private Drives C and Street D. No vehicular access would be permitted from the north and west sides of the parcel.

For Residential Parcel 4, vehicular access to the ~~two-story~~proposed parking structure would be provided from Private Drives D or E. No vehicular access would be permitted from the north side of the parcel. Private Drive D extends north and west to complete an emergency access loop around the east and north sides of the parcel.

3.2.2 Vehicular and Pedestrian Access

The project proposes both external and internal improvements to roadways. Vehicular circulation access points within the project site are located along existing city streets. Proposed improvements to existing City streets external to the project site are described below.

- *Hotel Circle North.* Hotel Circle North has an 100-foot ROW and forms a portion of the project site southern boundary. The project proposes to widen Hotel Circle North from Fashion Valley Road to Camino De La Reina to 4-lane Collector standards per the MVCP. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina and would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening would also include Class II bike lanes on both sides. The parkway on the north side of Hotel Circle North along the frontage would include an 8-foot-wide sidewalk and 6-foot-wide planting area

between the curb and sidewalk. To implement this improvement, approximately 37 to 39 feet of widening would be required on the project site. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections would be modified accordingly.

- *Camino De La Reina.* Camino De La Reina has an 88-foot ROW and forms a portion of the project's southern boundary. The project proposes to widen Camino De La Reina from Hotel Circle to Private Drive D to 4-lane Major standards per the MVCP. The project proposes to widen Camino De La Reina along the project frontage to include an additional westbound and eastbound through lane and a raised median. This widening would also include Class II bike lanes on both sides. The parkway on the north side of Camino De La Reina along the project site frontage would include a 6-foot-wide sidewalk and an 8-foot-wide planting area between the curb and sidewalk. To implement this improvement, approximately 41 feet of widening is required on the project site.
- *Fashion Valley Road.* Fashion Valley Road has a 78-foot ROW and forms the western boundary of the project site. It is currently a 4-lane Collector between Riverwalk Drive and Hotel Circle North. Given the proximity of existing convention buildings on Fashion Valley Road, in lieu of the frontage improvements, the project ~~proposes to~~would provide an Irrevocable Offer of Dedication (approximately 23 feet) toward half-width improvements for the widening of Fashion Valley Road between Hotel Circle North and Riverwalk Drive to 4-lane Major standards per the MVCP.

Vehicular and pedestrian movement would be accommodated throughout the project site, allowing internal movement between the commercial and residential elements of the private drives. The project would include construction of five private driveways that would provide access to the hotel, convention center, and residential parcels. The internal driveways ~~are easements that~~ would feature trees, landscape areas, and noncontiguous sidewalks to enhance the sense of place and pedestrian scale. The proposed private ~~streets~~drive are described below:

- **Private Drive A.** Private Drive A is an 86-foot-wide drive north-south that would intersect with Hotel Circle North. This would serve as the primary access for the Town & Country Hotel. It is essentially a relocation of the existing access point to the west. Private Drive A would connect the new hotel arrival court and new hotel/convention center parking garage entrance to the public street system at Hotel Circle North. Private Drive A would also provide access for Residential Parcels 1 and 2 via Private Drive B and C. Private Drive A includes four travel lanes and a landscaped median. The intersection of Private Drive A and Hotel Circle North would be controlled by a ~~traffic signal~~stop sign to facilitate safe vehicular movement. The parkways along Private Drive

A would consist of a 6-foot-wide sidewalk and 8-foot-wide planting area between the curb and sidewalk on each side.

- ***Private Drive B.*** Private Drive B is approximately 44 feet wide running east-west that would intersect with Fashion Valley Road and serve the hotel, convention center, and Residential Parcel 1. Private Drive B includes two travel lanes. The parkways on Private Drive B would consist of a 4-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk on each side.
- ***Private Drive C.*** This is approximately 44 feet wide running east-west that would connect Private Drive A off Hotel Circle North to Private Drive D. Private Drive C would provide access to Residential Parcels 2 and 3 and would include two travel lanes. The parkways on Private Drive C would consist of a 4-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk on each side.
- ***Private Drive D.*** This is an existing north-south private driveway that is an approximately 39-foot-wide easement (varying width) that would intersect with Camino De La Reina. Improved Private Drive D would provide access to Residential Parcels 2, 3, and 4. It would also provide access to the hotel via Private Drive E and would include two travel lanes. The parkways on Private Drive D would consist of a 4-foot-wide sidewalk contiguous to the curb where required by site constraints and, where feasible, a 6-foot-wide planting area between the curb and sidewalk along its western side.
- ***Private Drive E.*** This is an east-west drive with an approximately 24-foot width that varies. Private Drive E would intersect with Fashion Valley Road and lead to an access control point at the surface parking area north of the hotel's Royal Palm Tower, and wrap around the western and southern edges of Residential Parcel 4 intersecting with Private Drive D. Private Drive E would provide controlled access to the hotel and Residential Parcel 4, and would include two travel lanes. The sidewalks and parkways throughout Private Drive E vary due to site conditions and width. Private Drive E would consist of a 4-foot minimum-width sidewalk and, when provided, would consist of a variable-width planting area as identified in the Master Plan.

3.3 PHASING, DEMOLITION, AND CONSTRUCTION

Demolition of the project is anticipated to begin in 2017. Construction of the project is anticipated to begin in 2017 and be completed by 2020. The project anticipates the need for approximately 130,380 cubic yards of imported fill to accommodate development of the project. Consequently, no export of dirt from the site during the grading phase is anticipated. Construction/demolition haul routes would be established, and a construction/demolition traffic management plan would be implemented. Construction/demolition hours of operation would be

completed in conformance with the LDC and would occur from 7:00 a.m. to 7:00 p.m. Monday through Saturday. Construction/demolition traffic would avoid peak hours in the morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 to 6:00 p.m.).

The phases would facilitate an efficient renovation, removal, and construction process and provide flexibility to adjust to changes in residential market demand. The phasing plan is designed to minimize disruption of the ongoing hotel operations while accommodating the careful completion of the project site improvements. The phases are described below.

Phase 1

The first phase includes the demolition of 254 hotel rooms, 27 existing buildings, and an existing parking garage (63,500 sq. ft.) totaling approximately ~~75,575~~231,489 sq. ft., removal of approximately 416 existing surface parking spaces along the northern and southern edges of the riverine open space, and preparation of those locations for new construction. ~~Phase 1 includes~~Following the completion of the demolition phase, the new ~~construction of the~~ hotel lobby, a new restaurant ~~and~~, café, water amenity, and hotel parking structure~~;~~ would be constructed. This phase also includes the renovation of the remaining hotel rooms, and the Convention Center buildings located along Fashion Valley Road,~~the Royal Palm Tower, and the remaining smaller structures located in the north-central, central, and southerly portions.~~ After hotel construction is completed, demolition of the ~~project site~~existing parking garage and restaurant would occur. Phase 1 would also include the construction of a portion of the new internal ~~roadways~~drives, parking, and utility systems.

Phase 1 would also include the implementation of the 2013 SDP requirements for 2.76 acres of mitigation, restoration, and habitat enhancement within the riparian open space alongside the San Diego River. During this phase, the new public park, San Diego River Pathway, and the habitat restoration would be constructed. Table 3-2 summarizes the demolition and construction activities for Phase 1.

Phase 1 also includes construction of approximately 435 dwelling units on Residential Parcel 1 (160 units) and Residential Parcel 2 (275 units). ~~In addition, new parking structures would be constructed for Residential Parcel 1 and Parcel 2 yielding a total of 1,588 parking spaces.~~ Table 3-3 summarizes the residential construction activities for Phase 1.

Table 3-2
Summary of Demolition, Construction and Renovation for Phase I

Building	Hotel Units	Approximate Parking Spaces	Square Building Footage/Acres
Demolition			
Hotel Rooms	254		<u>74,078</u>
Convention Space			35,625
Spa Building			14,298
Food and Beverage Buildings			25,652
<u>Hotel support</u>			<u>6,064</u>
<u>Spa and guest services</u>			<u>26,597</u>
<u>Parking Structure</u>		182 spaces	<u>63,500</u>
<u>Surface Parking</u>		456 601 spaces reduced to 185 spaces; <u>reduction of 416 spaces</u>	<u>N/A</u>
Demolition Total	254 Hotel Rooms	<u>598 Spaces</u>	75,575<u>231,489</u>
Renovation			
Convention Center	177,137		
Hotel Rooms	700		
Construction			
Lobby			11,400
Restaurant			11,500
Café			1,300
Hotel Parking Structure		430 <u>467</u>	145,600
Public Park			3.84 <u>31</u> ac.
San Diego River Pathway and River Restoration			
Construction Total	-	430<u>467</u>	169,800<u>168,503 sq. ft./3.31 ac.</u>

Source: City of San Diego 2016

Table 3-3
Summary of Residential District Construction Activities for Phase 1

Building	Residential Units	Approximate Parking Spaces	Building Square Footage
New Construction			
Residential Parcel 1	160		128,000
Residential Parcel 2	275		220,000
Parking Structure (Residential Parcel 1)		224	87,000
Parking Structure (Residential Parcel 2)		443	171,000
Internal Private Drives and site landscaping			
Construction Total	435	667	606,000

Source: City of San Diego 2016

Phase 2

Phase 2 includes ~~demolition of approximately 63,500 sq. ft. of parking garage~~, construction of approximately 405 dwelling units on Residential Parcel 3 (255 units) and Residential Parcel 4 (150 units). In addition, new parking structures would be constructed for Residential Parcel 3 and Parcel 4 yielding a total of approximately 620 parking spaces. Table 3-4 summarizes the demolition and construction activities for Phase 2.

Table 3-4
Summary of ~~Demolition and~~ Construction Activities for Phase 2

Building	Residential Units	<u>Approximate</u> Parking Spaces	<u>Building</u> Square Footage
<u>Demolition</u>			
Parking Structure			63,500
Existing Structures			46,500
Demolition Total			110,000
<u>New Construction</u>			
Residential Parcel 3	255		204,000
Residential Parcel 4	150		120,000
Parking Structure (Residential Parcel 3)		410	162,500
Parking Structure (Residential Parcel 4)		210	63,500
Construction Total	405	620	550,000

Source: City of San Diego 2016

3.4 DISCRETIONARY ITEMS

The required permits or discretionary actions applicable to the project are described below.

3.4.1 Atlas Specific Plan Amendment

An amendment to the ASP is being requested to remove the project site from the Specific Plan. The MPDP, including the Master Plan, and MVCP will replace the authority of the ASP for the site.

3.4.2 General Plan Amendment

An amendment to the ~~MVCP requires an amendment to the~~ General Plan to ~~reflect~~remove the project from the ~~changes~~ASP and to update the ~~MVCP~~Mission Valley Community Plan.

3.4.3 Mission Valley Community Plan Amendment

The amendment of the ASP to exclude the project site would require an amendment to the MVCP ~~and the General Plan.~~ The MVCP would be amended to reflect the [land use change from Office Commercial \(Figure 2-5\) to Multiple Use \(Figure 3-2\) to implement the](#) rezone from the MVPDO zone of MVPD-M/SP to MVPD-M. ~~Pursuant to SDMC, Section 1514.0307(d), the MVPD-MV-M the project would be developed in accordance with the development criteria from two zones: MV-R-5 for the residential district, and Commercial Visitor (CV-CV) as shown in Table 3-5. Pursuant to SDMC Section 143.0410(a)(3)(D).~~ The MVCP amendment would ~~allow a maximum of 84 dwelling units per gross acreage of the entire residential area. The MVCP amendment would also~~ include the development requirements, standards and deviations as identified in the MPDP and in Table 3-6. The project site would be governed by the amended MVCP, the MPDP, and the Master Plan with the exceptions and deviations as identified in the MPDP and Table 3-6.

3.4.4 Rezone

The adoption of the Master Plan and concurrent amendment of the ASP would remove the project site from the ASP and from specific design and development regulations of the LDC. The new zoning for the Residential District would be the MVPD-MV-M zone, [as shown on Figure 3-1.](#) Pursuant to SDMC Section 1514.0307(d), the MVPD-MV-M zone designation and would be developed in accordance with two zones: MV-R-5 for the residential district, and MV-CV (see Figure 3-1) for the Hotel District with deviations from the SDMC as described in Table 3-6 below. The River Park District zoning would remain in the OF-1-1; [however a portion of the OF-1-1 zone would be rezoned to MVPD-MV-M as shown in in Figure 3-1.](#) The project would be governed by the MPDP, the MVCP (with exceptions contained in the Master Plan), and applicable sections of the LDC. Table 3-5 outlines the MPDP zones for each district.

Table 3-5
Master Planned Development Permit Zones

Land Use District	MPDP Zone	Description
Park District	OF-1-1	Open Space- Floodplain
Hotel District	MVPD-MV-M	Commercial Visitor Zone
Residential District	MVPD-MV-M	Residential Zone

3.4.5 Mission Valley Planned Development Ordinance

The standards, guidelines, and development criteria as detailed in the Master Plan document would be applicable over the project site and would become effective upon recordation of the

MPDP. The project would be subject to the amended MVCP, and Chapter 15, Article 14: MVPDO, except for the deviations from the zoning and development regulations of the MVPDO as described in Table 3-6.

3.4.6 Master Planned Development Permit and Deviations

A MPDP is being requested for adoption of the Master Plan to provide flexibility in the application of development regulations for projects where strict application of the base zone development regulations would restrict design options and result in a less desirable project. Per City LDC Section 143.0410(a)(2), “deviations from the applicable base zone development regulations may be requested in order to provide flexibility in achieving a zone-equivalent project design that would be consistent with the intent of the base zone.” The project would deviate from applicable base zone development regulations and [the SDRPMP and](#) require approval from the City. The deviations are described below in Table 3-6 and are included as part of the analysis in each section of this EIR.

Table 3-6
Land Development Code [SDMC](#) Deviations

Development Regulation	Required/Allowed	Proposed
Zone OF-1-1 Development Regulations Deviations		
SDMC §131.0231-Table 131-02C Lot Area	Minimum 10 acres	Deviation to allow lot sizes as follows: Lot 6B = 1.7470 acres Lot 7 = 7.78C = 8.26 acres Lot 8 = 2.15D = 1.61 acres
SDMC §131.0231-Table 131-02C Lot Width	Minimum 500 feet ft.	Lot 7 = 300.5 feet (north-south) Lot 8 = 231.4 feet (north-south) Deviation to allow minimum lot width less than 500 ft. for Lot C and Lot D on Fashion Valley Road. These lots are irregularly shaped. Refer to Vesting Tentative Map for lot configuration and lot widths.
SDMC §131.0231-Table 131-02C Street Frontage	Minimum 500 feet ft.	Lot 6 = Allow Lot 6 to have Private Drive E frontage (no public street frontage) Lot 7 = 123 feet frontage on Fashion Valley Road Deviation to allow minimum street frontage less than 500 ft. for Lot C and Lot D on Fashion Valley Road. These lots are irregularly shaped. Refer to Vesting Tentative Map for lot configuration and street frontage.
SDMC §131.0231-Table 131-02C Lot Depth	Minimum 500 feet ft.	Deviation to allow minimum lot depth of less than 500 ft. for Lot B from Private Drive E. Refer to Vesting Tentative Map for lot configuration and lot depth. Lot 6 = 284.1 feet from Private Drive E

Development Regulation	Required/Allowed	Proposed
Master Plan River District Requirements Deviations		
SDMC §143.0145(e)(2) Structures within Floodways	Permanent structures not permitted within floodway.	<u>Deviation to</u> allow permanent structures associated with and substantial improvements to existing loading dock, parking permanent structures within the floodway, including: fences, picnic tables, posts, informational signage, benches, posts, and directional signage associated with the public park, Private Drive E, and associated directional signage within floodway <u>the parking lot or the hotel.</u>
SDMC §143.0146(a)(4) Flowage Easement	Flowage easement to the City shall be granted for that portion of the property within a floodway.	<u>Deviation to</u> allow existing and substantially improved existing structures within the floodway, <u>to be designated</u> outside of the flowage easement.
SDMC §1514.0302(c) River Corridor Area	<ul style="list-style-type: none"> Permitted Uses and Development limited in <i>River Corridor Area</i>. Alignment of <i>San Diego River Pathway</i> within <i>Path Corridor</i>. 	<u>Deviation to</u> allow the following uses within the floodway <u>River Corridor Area</u> : <ul style="list-style-type: none"> <i>San Diego River Pathway</i> outside of the <i>Path Corridor</i> <u>and within the floodway.</u> Existing hotel buildings with certain improvements, including parking <u>and Private Drive E.</u> Construction of new residential building <u>and site improvements</u> on Lot 4 <u>within the Path Corridor.</u> Shielded lighting along <i>San Diego River Pathway</i> within floodway directed away from river and MHPA areas.
SDMC §1514.0302(d)(1) River Influence Area Lot Coverage	Maximum 65 percent lot coverage <u>for any development on a lot of wholly or partially within 115 ft. of River Corridor Area.</u>	<u>Deviation to</u> allow maximum of 85 percent lot coverage for development on Lot 4.
SDMC §143.0510 Wetland Deviations Outside of the Coastal Zone	Impacts to wetland habitats require a deviation.	The project meets the requirements for a deviation under the City's Biology Guidelines (City of San Diego 2012) as the project provides the Biologically Superior Option and would result in the maximum amount of habitat restoration and enhancement of wetlands on site and limit impacts to wetlands of low biological quality.
<u>SDMC §1514.0302(d)(2) River Influence Area Building Height</u>	<u>Per Table 1514-03C and Diagram 1514-03C, setbacks are established from the edge of the River Corridor Area.</u> <u>Minimum distance the building is set back from the River Corridor Area and maximum building height allowed:</u> <ul style="list-style-type: none"> <u>Buildings shall be set back a minimum of 10 ft. from the River Corridor Area.</u> <u>10 ft. setback/35 ft. max height.</u> <u>20 ft. setback/45 ft. max height.</u> 	<u>Deviation to measure height setback from edge of floodway instead of edge of River Corridor Area.</u>

Development Regulation	Required/Allowed	Proposed
	<ul style="list-style-type: none"> 30 ft. setback/70 ft. max height. 70 ft. setback/max height equal to the number of ft. the building is setback from River Corridor Area. 115 ft. setback/max height per underlying zoning. 	
SDMC §1514.0302(d)(2) River Influence Area Building Height	Varies per Table 1514-03C and Diagram 1514-03 Height step backs are measured from the edge of the River Corridor Area.	Allow different height stepbacks (as shown elsewhere in EIR in Figure 4.11-6 of the FEIR).
SDMC §1514.0302(d)(2) River Influence Area Massing	Varies per Table 1514-03C Massing is measured from the edge of the River Corridor Area.	Allow different massing (as shown elsewhere in EIR in Figure 4.11-6 of the FEIR).
SDMC §1514.0302(d)(2) River Influence Area Massing	Per Table 1514-03C, setbacks are established from the River Corridor Area. <ul style="list-style-type: none"> Maximum 50 percent of a building's wall may be located at the setback measured from the River Corridor Area. At or above 70 feetft. in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor within the River Influence Area. 	Allow the following setbacks: Deviation to measure massing setbacks from the edge of floodway instead of edge of River Corridor Area: <ul style="list-style-type: none"> Maximum 50 percent of a building's wall may be located at the setback measured from the floodway. At or above 80 feet90 ft. in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor within the River Influence Area.
SDMC §1514.0302(d)(8)(A) Exterior Equipment Enclosures	Loading Areas located minimum 100 feet from River Corridor Area	One loading area and associated improvements within 100 feet from the River Corridor Area is permitted.
SDMC §1514.0302(d)(13) Fences	Limitations on fences within 10 feet ft. of outer limit of River Corridor Area	<ul style="list-style-type: none"> Deviation to allow fences on at residential Lot 4 within the River Corridor Area for definition of building entrances and terraces within the River Corridor Area. Deviation to allow fences along Riverwalk Drive within River Corridor Area.
SDMC §1514.0402(b)(1) Sidewalks/Parkways	Minimum Average Widths per Table 1514-04 for: Majors and Arterials: <ul style="list-style-type: none"> 10'10 ft. clear corridor sidewalk 8'8 ft. landscaped parkway 2-lane collectors and streets of lesser width: <ul style="list-style-type: none"> 6 ft. clear corridor sidewalk 5 ft. landscaped parkway 	The Deviation to allow the following: <ol style="list-style-type: none"> 4-lane major (Fashion Valley Road and Camino De La Reina) may include at new construction only: <ul style="list-style-type: none"> 8'8 ft. clear corridor sidewalk 6'6 ft. landscaped parkway 4-lane major (Camino de la Reina) including all options for bicycle travel/improvements: <ul style="list-style-type: none"> 8 ft. clear corridor sidewalk 6 ft. landscaped parkway 2-lane collector (Riverwalk Drive - outside Master Plan area) <ul style="list-style-type: none"> 10 ft. multi-modal River Pathway outside of right-of-way in lieu of pedestrian sidewalk on south side. Distance to curb may vary.
SDMC §1514.0402(b)(1) Sidewalks/Parkways	Minimum Average Widths per table 1514-04 for 2-lane Collectors:	Allow the San Diego River Pathway to be outside of Riverwalk Drive right of

Development Regulation	Required/Allowed	Proposed
	6' clear corridor sidewalk 5' landscaped parkway	way (ROW) in lieu of a sidewalk within ROW.
Master Plan Residential District Requirements		
SDMC §1514.0304(e) Density Regulations	Maximum 70 dwelling units/gross acre (calculated across entire residential zone)	Pursuant to SDMC, Section 143.0410(a)(3)(D), the MVCP Amendment will allow maximum 84 dwelling units per gross acreage of entire residential zone and minimum 25 dwelling units per gross acreage of entire residential zone.
SDMC §1514.0304(d)(1) Street Frontage	Minimum 70 feet <u>ft.</u> public street frontage.	<u>Deviation to allow Lots 3 and 4 to have private drive frontage (no public street frontage).</u> <ul style="list-style-type: none"> <u>Lot 3: No public street frontage provided (approximately 366 ft. Private Drive frontage provided).</u> <u>Lot 4: No public street frontage provided (approximately 448 ft. Private Drive frontage provided).</u>
SDMC §1514.0304(e)(1) Street Yard Area	Minimum street yard area of 25 feet <u>ft.</u> multiplied by the street frontage length plus an incremental factor of 0.25 feet <u>ft.</u> for each foot of building elevation over 24 feet <u>ft.</u>	Allow street yard areas as depicted on the Vesting Tentative Map. <u>Deviation to allow minimum sq. ft. to be 15 ft. street yard area multiplied by length of street frontage for new construction.</u>
SDMC §1514.0304(e)(2) and (3) Parking and Building Setbacks and Incremental Building Setback	<p>Per Table 1514-03H:</p> <p>Street yard setback: 15 feet<u>ft.</u> plus incremental setback of 0.25 feet<u>ft.</u> for each foot of building elevation over 24 feet<u>ft.</u></p> <p>Side yard setback: 10 feet<u>ft.</u> plus incremental setback of 0.2 feet<u>ft.</u> for each foot of building elevation over 24 feet<u>ft.</u></p> <p>Rear yard setback: 15 feet<u>ft.</u> plus incremental setback of 0.2 feet<u>ft.</u> for each foot of building elevation over 24 feet<u>ft.</u></p> <p><u>Architectural Projections and Encroachments: None specified</u></p>	<p>Allow side yard setbacks as follows: <u>Deviation to allow setback deviations as follows:</u></p> <p><u>Street yard setback</u></p> <ul style="list-style-type: none"> <u>Lot 1 and Lot 2: 15 ft. with no additional incremental setback.</u> <u>Lot 3 and Lot 4: 10 ft. with no additional incremental setback.</u> <p><u>Side yard setback</u></p> <ul style="list-style-type: none"> <u>Lot 1: 10-feet<u>ft.</u> setback with no additional incremental setback.</u> <u>Lots 2, 3, and 4: 10-feet<u>ft.</u> setback with no additional incremental setback. Exception: Lot 3 has 5-ft. setback with no additional incremental setback along eastern or western side yards yard.</u> <p>Allow Rear yard setbacks for setback</p> <ul style="list-style-type: none"> <u>Lots 1, 2, 3, and 4 of 3: 10-feet<u>ft.</u> setback with no additional incremental setback along northern rear yard.</u> <u>Lot 4: 10 ft. setback facing river with incremental setback as illustrated in Master Plan Figure 5-2 River Influence Area Building Height Setback. See also deviation for SDMC §1514.0302(d)(2) River Influence Area Building Height in this table.</u> <p><u>Architectural Projections and Encroachments</u> <u>May project or encroach into street</u></p>

Development Regulation	Required/Allowed	Proposed
		<p>yard, side yard, or rear yard setback a maximum of 4 ft. including:</p> <ul style="list-style-type: none"> • Projecting balconies above the first story. • Projecting entries, either at grade or elevated with accompanying stairs and cover. • Roof projections such as eave, cornice, and eyebrow; bay windows, and turrets. • Openly supported architectural projections including trellises. There shall be a minimum 6-ft., 8-inch clearance between proposed grade and the lowest horizontal portion of the projection, not including the supports. • Entry roofs, porches, entry arbors, and patio structures. • Unroofed structures not in excess of 3 ft. above proposed grade, with a safety railing not exceeding 42 inches in height. • Trellises with plant material or screening panels on parking structures.
SDMC §1514.0304(f)(2) Exterior Usable Open Area	156 sq. ft. minimum of usable open area per dwelling unit	<u>Deviation to allow 100 sq. ft. minimum of usable open area per dwelling unit, including exterior and interior usable common active or passive recreation space.</u>
SDMC §1514.0304(g) Structural Development Coverage	50 percent maximum structural development coverage	<u>Deviation to allow 55 percent maximum structural development coverage (calculated over the gross acreage of the residential zone).</u>
Master Plan Hotel District Requirements		
SDMC §1514.0305(d) Maximum Structural Coverage	50 percent maximum structural development coverage	<u>Deviation to allow 60 percent maximum structural development coverage excluding any fence, wall, retaining wall, pier, post, sign, parking space, terrace, deck, paved area, pool cabana, spa, or swimming pool.</u>
SDMC §1514.0305(e)(1) Street Yards <u>Yard and Setback Requirements</u>	<ul style="list-style-type: none"> • <u>Minimum yard area:</u> Sq. ft. =is equal to linear ft. of frontage multiplied by the 20-foot MV-CV Zone street yard factor x length of. • <u>Building setbacks:</u> 15 ft. street frontage setback, 10 ft. side setback, and 15 ft. rear setback at residential. All setbacks have additional incremental set back of 0.2 ft. for every foot of building elevation over 24 ft. 	<p>Allow minimum <u>Deviation to allow for the following:</u></p> <ul style="list-style-type: none"> • <u>Minimum street yard</u> sq. ft. to be of 15-foot, street yard factor x multiplied by length of street frontage for new construction. • <u>Minimum side yard</u> sq. ft. of 10-ft. yard factor multiplied by length of street frontage. • <u>Side yard and rear yard building setback of 10 ft. with no additional incremental setback.</u>

~~DU/AC=Dwelling Units per Acre~~
sq. ft. = square feet

Adoption of this Master PDP would also amend Planned Commercial Development (PCD)/Conditional Use Permit No. 88-0508 (1989). This amendment will rescind all conditions of approval for requirements of the ASP because they are no longer applicable to the project.

3.4.7 Site Development Permit/Conditional Use Permit

Site Development Permit

An SDP for the project is required for development ~~in the MVPDO and development on~~of a property with ESLs ~~which include a deviation due to wetland impacts, and for zoning and deviations of the SDMC and SDRPMP to implement the project.~~ An existing SDP (No. 400602, described in detail below) exists for the site, which ~~may~~is proposed to be amended ~~to maintain one SDP for the site.~~

~~A Planned Commercial Development/Conditional Use Permit (PCD/CUP) No. 88-0585 was approved on September 6, 1989, to implement the ASP. In 2005, a Substantial Conformance Review (SCR) with the PCD/CUP for an expansion of the development was approved. Subsequently, a 119-space parking lot was paved by the previous owner without benefit of a permit; and as a result, the previous owner was issued a Notice of Violation by the City.~~

On March 22, 2007, a Stipulated Judgement was entered into by the previous owner and the City, requiring an SDP to allow the continued use of the newly paved parking lot. Pursuant to CEQA, MND No. 118318 was prepared, which reduced the parking lot to 112 spaces. Remediation to satisfy most of the violations was completed, but done so without a permit. On February 20, 2013, SDP No. 400602 was approved by the City to permit the remediation (after the fact) and the completion of the project mitigation. The SDP included a restoration and enhancement plan and certified MND No. 118318. The previous owner did not implement the requirements of SDP No. 400602 nor MND No. 118318; however, the Master Plan would meet all of these requirements. To implement the SDP, the project would include on-site habitat improvements consisting of:

- 1) Mitigation prescribed by SDP #400602 (2.76 acres); and
- 2) Voluntary restoration and enhancement beyond what is required to satisfy the requirements of SDP #400602 (5.35 acres).

The mitigation requirements of SDP #400602 and the additional habitat restoration and enhancement beyond the SDP #400602 mitigation are described below.

Implementation of Site Development Permit #400602 Mitigation

SDP #400602 refers to the conditions of the stipulated judgement. Per the stipulated judgment, Town and Country Hotel was required to dedicate approximately 7.1 acres to the City in the form of an open space easement valued at \$125,000 per acre. The project is proposing to dedicate approximately 8.11 acres of open space to the City, thereby exceeding the requirement in the stipulated judgment.

Town and Country hotel was also required to elect to either repair the two areas involved in the violation (i.e., parking lot and illegal fill along the San Diego River) (Option One) or repair portions of the two impacted sites and develop a portion of the impacted site upon which the parking lot is constructed (Option Two). Option Two has been selected and is described below:

Option 2: Repair and Development

The project would implement outstanding actions to abate code violations committed by a previous owner. SDP #400602 was issued to authorize habitat restoration and enhancement required to mitigate illegal grading that occurred during paving of an overflow parking lot. Mitigation per SDP #400602 and associated Conceptual Mitigation Plan (RECON 2012) specifically includes:

- restoring 1.25 acres of southern cottonwood-willow riparian forest habitat;
- enhancing 1.28 acres of southern cottonwood-willow riparian forest habitat;
- planting a 30-foot average coastal sage scrub buffer zone (approximately 0.23 acre total area);
- a Covenant of Easement to preserve MHPA lands; and
- a provision of a Recreational Easement for a future San Diego River Pathway (River Pathway).

However, a minor modification to the enhancement area identified by RECON (2012) is proposed. Specifically, a portion of the area identified by SDP #400602 for southern cottonwood-willow riparian forest enhancement (i.e., the portion of Area C depicted in Figure 4 that borders the Union Tribune property) would be restored to oak riparian woodland under the project's plan. See Section 5.1.4 – Wetland Buffers for the full justification for the change. The revised acreages for the SDP Restoration and Enhancement Area include:

- 0.32 acre of oak riparian woodland restoration;
- 0.23 acre of coastal sage scrub restoration;

- 0.96 acre of southern cottonwood-willow riparian forest enhancement; and
- 1.25 acres of southern cottonwood-willow riparian forest restoration.

For reference, restoration and enhancement areas identified by the Conceptual Mitigation Plan are shown in Figure 4. Fill material placed into riparian areas as part of the illegal grading has been removed (RECON 2012); however, restoration and enhancement actions bulleted above have not yet been implemented. The project would implement outstanding restoration and enhancement actions required by SDP #400602. The Conceptual Mitigation Plan identifies an approximately 5.5-acre area in which the required 2.76 acres of restoration and enhancement (including the 30-foot average coastal sage scrub buffer zone) must occur. The Conceptual Mitigation Plan notes that restoration will begin at the upstream end of the Site on the southern bank and move downstream until the mitigation acreage is fulfilled (RECON 2012).

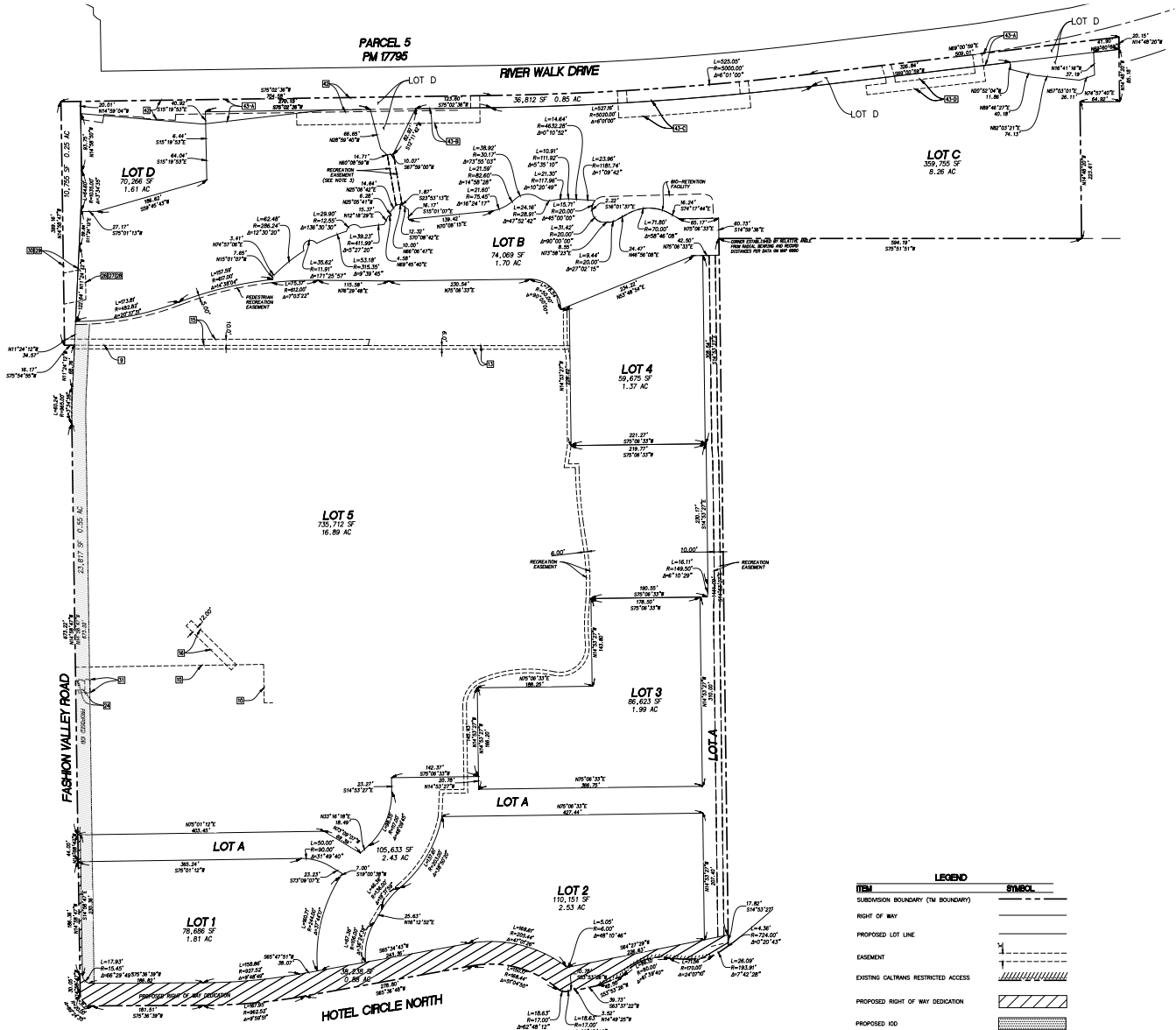
Per SDP #400602, the Covenant of Easement to preserve MHPA lands in perpetuity would be granted in favor of the City and wildlife agencies (i.e., the U.S. Fish and Wildlife Service [USFWS] and California Department of Fish and Wildlife [CDFW]) to the satisfaction of the City Development Services Department (City DSD). A Maintenance Agreement for ongoing maintenance of the MHPA is required. This is an existing requirement of SDP No. 400602 and would ensure MHPA lands are preserved in perpetuity.

Conditional Use Permit

~~The existing~~ A Planned Commercial Development/Conditional Use Permit (PCD/CUP) No. 88-0585 was approved on September 6, 1989, to implement the ASP. The existing PCD/CUP (No. 88-0585) would be amended by the MPDP to remove all conditions of approval from the project as they are requirements of the ASP and ~~not~~would be no longer applicable to the project. In addition, a new CUP would be approved to permit separately regulated uses per SDMC §141.0409 to implement the Exhibit Halls and Convention Facilities in the Hotel District.

3.4.8 Vesting Tentative Map

A Vesting Tentative Map will be processed concurrent with the Master Plan and MPDP to create the new legal lots (see Figure 3-4). The Vesting Tentative Map details the land development, grading, parcel configuration, and necessary infrastructure. The Vesting Tentative Map would be prepared in accordance with the guidelines and development intensities presented in this Master Plan, the State Subdivision Map Act, and City of San Diego requirements.



Source:



30 0 60 120 Feet



Figure 3-4
Vesting Tentative Map

Town & Country Project EIR

Path: P:\2014\60329917_TC_Lowe\900-CAD-GIS\930 Graphics\Figures\EIR, 04/03/2017, delapazd

3.4.9 Easement Vacations

Easement vacations would be required to vacate several easements as identified on the Vesting Tentative Map.

3.4.10 Other Development Permits

[A General Development Permit \(GDP\) would be processed by the City for the population-based public park for the portion of the Master Plan Area delineated within the recreation easement consistent with the City of San Diego Park and Recreation Board recommended plan approval on January 19, 2017 with deviations noted in Table 3-6 Land Development Code Deviations.](#)

3.5 INTENDED USES OF THE EIR

Pursuant to CEQA Guidelines Section 15124(d) Project Description, the description of a project shall contain a statement briefly describing the intended uses of the EIR.

3.5.1 Other Agencies Expected to Use the EIR

The following agencies are anticipated to consider this EIR in their approval process and associated permits that would be required by other agencies:

- U.S. Army Corps of Engineers (USACE) – Clean Water Act (CWA) Section 404 Nationwide Permits
- California Department of Fish and Wildlife (CDFW)—Fish and Game Code Section 1602 Streambed Alteration Agreement
- RWQCB — Section 401 Water Quality Certification, Storm Water Pollution Prevention Plan in compliance with the Construction General Permit, and a Dewatering Permit

CHAPTER 4.0

ENVIRONMENTAL ANALYSIS

4.1 LAND USE

This section includes a description of existing land uses at the project site and surrounding area, a summary of applicable regulations, and an analysis of potential land use impacts of the project. Noise issues associated with land use compatibility are also included in this section.

4.1.1 Existing Conditions

On-site Land Uses

The project site comprises mostly developed space. The site contains buildings for guest rooms, hotel guest services, convention facilities, food and beverage facilities, support areas, and parking structures. In total, these structures take up 909,257 gross sq. ft. These structures have been incrementally constructed, renovated, and expanded over several decades. Additionally, the northern quarter of the project site includes the San Diego River and adjacent undeveloped riparian habitat along both River banks.

Surrounding Land Uses

The project site is surrounded predominantly by developed commercial space. Directly to the north of the project site is Fashion Valley Mall. To the south and east of the project site is more retail development, hotel facilities, and office light industry space. To the west of the project is the Riverwalk Golf Club.

4.1.2 Regulatory Framework

Applicable regulations and the associated agencies with regulatory authority and oversight are described below. The land use regulations discussed are limited to the local scale, as there were no applicable federal or state land use regulations for the project. State and local noise regulations related to land use issues are also provided.

State of California

Title 24 of the California Administrative Code requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise so that the interior with windows closed and attributable to exterior sources does not exceed 45 A-weighted decibels (dBA) Community Noise Equivalent Level (CNEL) in any habitable room. The California

Building Code (CBC) Section 1208A.8.2 implements this standard by stating that “interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room.”

Local Regulations

City of San Diego General Plan

The General Plan for the City of San Diego guides development for the City through its 10 elements (see below), each with its own citywide policies. The General Plan was comprehensively updated in 2008 and provides a strategy, the City of Villages, to enhance the City’s communities and neighborhoods. Under the City of Villages strategy, the General Plan directs new development away from natural undeveloped lands into existing urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic uses, and transit uses. This strategy utilizes smart growth principles to preserve remaining open space by promoting mixed-use development areas and focusing development in areas that already contain the necessary infrastructure for development. Land Use designations set by the General Plan are shown in Figure 2-4.

The 10 elements included in the General Plan are (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element, last updated in 2013. Elements of the General Plan contain a variety of goals and policies that relate to environmental issues (City of San Diego 2008). The General Plan designates the project site as Commercial Employment, Retail, and Services.

The Noise Element of the City of San Diego General Plan provides goals and policies to guide compatible land uses and incorporate noise attenuation measures for new land uses (City of San Diego 2015a). The goal of the Noise Element is controlling noise to acceptable levels at its source. However, when this is not feasible, the City applies additional measures to limit the effect of noise on future land uses, which include spatial separation, site planning, and building design techniques that address noise exposure and the insulation of buildings to reduce the effects of exterior noise levels to meet interior noise standards. Specific goals and policies of the Noise Element applicable to the project include noise and land use compatibility, motor vehicle traffic noise, trolley and train noise, commercial and mixed-use activity noise, construction and public activity noise, and noise attenuating measures are provided to guide development.

Land use and noise compatibility guidelines are provided for proposed land use development projects (see Table 4.1-1, Land Use – Noise Compatibility Guidelines). The land uses described provide examples of uses under each land use category.

Table 4.1-1
Land Use – Noise Compatibility Guidelines

Land Use Category		Exterior Noise Exposure (dBA CNEL)			
		60	65	70	75
<i>Parks and Recreational</i>					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					
<i>Agricultural</i>					
Crop Raising & Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
<i>Residential</i>					
Single Dwelling Units; Mobile Homes			45		
Multiple Dwelling Units <i>*For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.</i>			45	45*	
<i>Institutional</i>					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities			45		
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities			45	45	
Cemeteries					
<i>Retail Sales</i>					
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries; Pharmaceutical, & Convenience Sales; Wearing Apparel & Accessories				50	50
<i>Commercial Services</i>					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services; Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support				50	50
Visitor Accommodations			45	45	45
<i>Offices</i>					
Business & Professional: Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters				50	50
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
<i>Wholesale, Distribution, Storage Use Category</i>					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution					
<i>Industrial</i>					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development					50
	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.		
		Outdoor Uses	Activities associated with the land use may be carried out.		
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. Refer to Section I.		
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.		
	Incompatible	Indoor Uses	New construction should not be undertaken.		
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.		

Source: City 2015

As shown in Table 4.1-1, multiple dwelling units are “compatible” with exterior noise levels up to 60 dBA CNEL and, in areas with exterior noise levels of 60 to 70 dBA CNEL, are “conditionally compatible” provided that the building structure attenuates interior noise levels to 45 dBA CNEL. Community and neighborhood parks, active and passive recreation uses are compatible with noise levels up to 70 dBA CNEL and conditionally compatible with noise levels from 70 to 75 dBA CNEL.

Motor Vehicle Traffic Noise

Traffic noise level is dependent upon traffic volume, speed, flow, vehicle mix, pavement type and condition, and the use of barriers, as well as distance to the receptor. At higher speeds, typically on freeways, highways, and primary arterials, the noise from tire/pavement interaction can be greater than from vehicle exhaust and engine noise. Noise-sensitive land uses adjacent to freeways and highways should be buffered from excessive noise levels by intervening, less sensitive, industrial-commercial uses or shielded by sound walls or landscaped berms. The peak hour traffic may or may not be the worst-case noise levels since higher traffic volumes can lead to higher congestion and lower operating speeds. The worst-case noise levels may occur in hours with lower volumes and higher speeds.

Although not generally considered “compatible,” the City conditionally allows future multiple unit and mixed-use residential uses up to 70 dBA CNEL in areas affected primarily by motor vehicle traffic noise. Any future residential uses in areas above the 70-dBA CNEL, affected primarily by motor vehicle traffic noise, must include noise attenuation measures (i.e., building soundproofing measures) to ensure an interior noise level of 45 dBA CNEL, and be located in an area where a community plan allows multiple unit and mixed-use residential uses.

Noise Attenuation Methods

Noise impacts can typically be abated by four basic methods:

- 1) Reducing the sound level of the noise generator, including sound insulation of buildings, for walls, windows, doors, opening, ventilations etc.; screens and enclosures; silencers, attenuators, or mufflers in connection with rotating machinery and ducts/pipes leading to and from building; and limiting of noise-producing operations.
- 2) Interrupting the noise path between the source and receiver, including landscaped berms, natural land forms, noise-compatible structures/buildings, landscaping/vegetation, and walls.
- 3) Increasing the distance between the source and receiver, including

- Provide distance buffer between the noise source and the noise-sensitive use; and
- Locate noise-compatible uses such as vehicle parking, open spaces, or commercial uses between the noise source and the noise-sensitive areas.

4) Insulating the receiver (building material and construction methods).

Insulating the noise receiver with proper design, acoustical structures, enclosures, and construction of buildings can help to reduce interior noise levels. Nearby noise sources should be recognized in determining the location of doors, windows, and vent openings. Sound-rated windows (extra thick or multi-paned), doors, and wall construction materials and insulation are also effective as specified in CCR Title 24 in reducing noise levels. The difference in sound (noise) levels from the exterior to the interior of a structure indicates the sound transmitted loss through the window, door, or wall. A Sound Transmission Class (STC) rating specifies the noise level reduction that windows, doors, wall construction materials, and insulation provide. Typically, higher STC ratings indicate greater interior noise reductions. The use of proper construction methods should make certain that doors and windows are fitted properly; openings sealed; joints caulked; and plumbing constructed to ensure adequate insulation from structural members. Sound-rated doors and windows will have little effect if left open. This may require installation of air conditioning for adequate ventilation. Table 4.1-2 depicts potential noise mitigation methods to insulate the noise receiver.

Table 4.1-2
Typical Noise Attenuation Methods to Insulate the Noise Receiver

Noise Level Reduction	Typical Mitigation Measure
15–20 dBA	Mitigation 1, 2, and 3: 1. Air conditioning or mechanical ventilation. 2. Double-paned glass. 3. Solid core doors with weather stripping and seals.
20–25 dBA	Mitigation 1, 2, and 3 plus: 4. Stucco or brick veneer exterior walls or wood siding w/one-half inch thick fiberboard underlayer. 5. Glass portions of windows/doors not to exceed 20 percent. 6. Exterior vents facing noise source shall be baffled.
25–30 dBA	Mitigation 1 through 6 plus: 7. Interior sheetrock of exterior wall attached to studs by resilient channels or double walls. 8. Window assemblies, doors, wall construction materials, and insulation shall have a lab-tested STC rating of 30 or greater.

Source: City of San Diego 2015

Mission Valley Community Plan

The project is located within the Mission Valley Community Planning Area. Mission Valley is a largely developed area near the geographic center of the City of San Diego, composed of residential, commercial, employment, and recreational uses. The MVCP, adopted in 1985, was created to guide development through recommendations for Mission Valley until maximum occupancy capacity for the area is reached. The MVCP is divided into the following elements, each with its own goals, policies, and proposals: land use, transportation, open space, development intensity, community facilities, conservation, cultural and heritage resources, urban design, and implementation. The MVCP designates the land use for the project site as Commercial Recreation (City of San Diego 1985).

City of San Diego Multiple Species Conservation Program/ Multi-Habitat Planning Area

The MSCP is a comprehensive, long-term planning program developed to preserve habitat and open space and preserve biodiversity in San Diego County. The MSCP covers a wide range of species found in San Diego and is designed to provide permit-issuance authority to the appropriate local regulatory agencies. Participating local jurisdictions implement the MSCP through subarea plans. The City of San Diego's MSCP Subarea Plan provides a process for the issuance of ITPs under the federal and state Endangered Species Acts and the California Natural Communities Conservation Planning Act. The goal of the City's MSCP Subarea Plan is to conserve sensitive species and biodiversity while continuing to allow for the economic growth of the City. The Subarea Plan establishes a 52,727-acre preserve area to delineate core biological resource areas and corridors targeted for conservation, known as the City's MHPA (City of San Diego 1997). The project site contains approximately 6.98 acres within the MHPA.

San Diego River Park Master Plan

The SDRPMP provides the vision and guidance to restore a symbiotic relationship between the River and surrounding communities by creating a River-long park, stretching from the San Diego River headwaters near Julian, to the Pacific Ocean at Ocean Beach. The SDRPMP divides the San Diego River into six segments and gives specific recommendations for each segment. The project site is located within the Lower Valley segment, which spans from I-5 to I-15. The SDRPMP also establishes two distinct planning areas: the River Corridor Area, which consists of the 100-year floodway along both River banks plus a 35-foot path corridor on each side, and the River Influence Area, which consists of the first 200 feet adjacent to the River Corridor Area on both sides of the River (City of San Diego 2013).

The SDRPMP identifies the project site as being located within the River Influence Area, the purpose of which is to create a quality back drop to the River Corridor Area through design that treats the San Diego River as an amenity; orient development toward the River; and encourage active uses adjacent to the River corridor and public access to the San Diego River Pathway. Design guidelines in the SDRPMP state that structures should be located and shaped in a manner that opens up views to the River from nearby districts, neighborhoods, and hillsides and a structure's location and shape on the site should create a spatial transition to the River. The architectural guidelines are also intended to reinforce the vision of the River Park District as a community amenity by promoting quality architectural design, detailing, and building materials within the River Influence Area. Guidelines include building massing, variety and human scale, building transparency, building reflectivity, building lighting, building signs, and guidelines for landscape architecture.

The SDRPMP is closely aligned with the City's General Plan goals for land use, mobility, urban design, economic prosperity, public facilities, recreation, conservation, and historic preservation. The SDRPMP vision, principles, recommendations, and implementation strategy are included in this Master Plan for consistency with the intent of the SDRPMP and to provide the City with a strong policy document for the future development along the River (City of San Diego 2013).

City of San Diego Climate Action Plan

The City of San Diego has taken steps to address climate change impacts at a local level. On January 29, 2002, the San Diego City Council approved the San Diego Sustainable Community Program, including participation in the Cities for Climate Protection program, establishment of a 15 percent GHG reduction goal set for 2010, and direction to use the recommendations of a scientific advisory committee to improve the GHG Emission Reduction Action Plan and to identify additional community actions.

The City of San Diego's first Climate Protection Action Plan was approved in 2005. By adopting a goal of 15 percent reduction of baseline (1990) levels, the City hoped to reduce emissions to 13.2 metric tons of GHG per year by 2010. Measures to reduce emissions included transportation, energy efficiency and renewable energy, waste reduction and recycling, urban heat island policy, and environmentally preferable purchasing for City purchases.

The City of San Diego adopted a ~~draft~~ Climate Action Plan (CAP) in December 2015 (City of San Diego 2015b). The ~~draft~~-CAP quantifies GHG emissions; establishes Citywide reduction targets for 2020 and 2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. The City of San Diego CAP identifies a comprehensive set of goals and actions, including ordinances, policies, resolutions, programs, and incentives, that the City can use to reduce GHG emissions. The CAP includes strategies and

actions that encourage (1) water and energy efficiency buildings, (2) clean and renewable energy, (3) bicycling, walking, transit and land use, (4) zero waste, and (5) climate resiliency.

Land Development Code

SDMC, Chapters 11 through 15 are referred to as the LDC, as they contain the City's land development regulations that dictate how land is to be developed and used within the City. These chapters include a discussion of ESLs, historical resources, and general development. The LDC contains citywide base zones and the planned district ordinances that specify permitted land use and zoning based development standards.

Mission Valley Planned District Ordinance

Zoning for the project site is governed by the City's Land Development Code, specifically the MVPDO. Within the Mission Valley community, the project site is zoned MV-M/SP for the developed portion of the site and the River is zoned Open Space—Floodplain (OF-1-1). The purpose of the MV-M/SP is to primarily accommodate multi-use development part of a comprehensive development plan and the OF-1-1 is to preserve area as open space and park uses.

Transit Area Overlay Zones

The project site is also located within the Transit Area Overlay Zone. The Transit Area Overlay Zone (contained in SDMC Chapter 13, Article 2, Division 10) reduces off-street parking requirements in areas that receive a high level of transit service. Properties within the Transit Area Overlay Zone are subject to supplemental parking regulations contained in Chapter 14, Article 2, Division 5 of the SDMC.

Residential Tandem Parking Overlay Zone

The project site falls within the Residential Tandem Parking Overlay Zone, as described in SDMC Chapter 13, Article 2, Division 9. Properties in this zone have been identified as areas in which tandem parking may be counted as two off-street parking spaces for required parking. Both tandem spaces must be assigned to the same unit, and at least one of the two parking spaces shall be within a completely enclosed structure.

Airport Land Use Compatibility Zone

The basic function of an ALUCP is to promote compatibility between airports and the land uses that surround them. With limited exception, California Law requires preparation of an ALUCP for each public-use and military airport in the state. An ALUCP establishes compatibility zones

with different requirements and restrictions for what can occur within those zones. The City of San Diego implements the SDIA ALUCP policies and criteria through the development permit review process. The City of San Diego implements the Montgomery-Gibbs Executive Airport ALUCP policies and criteria with the Supplemental Development Regulations contain in the Airport Land Use Compatibility Overlay Zone (SDMC, Chapter 13, Article 2, Division 15).

Most counties have established an ALUC, as provided for by law, to prepare compatibility plans for the airports in that county and to review land use plans and development proposals, as well as certain airport development plans, for consistency with the compatibility plans. In San Diego County, the San Diego County Regional Airport Authority functions as the ALUC, as provided in Section 21670.3 of the California Public Utilities Code. The project site is within the AIA for the Montgomery-Gibbs Executive Airport and SDIA, as identified by the Montgomery-Gibbs Executive Airport and SDIA ALUCPs.

Montgomery-Gibbs Executive Airport

The project site is within the AIA, Review Area 2 (see Figure 4.1-1), for Montgomery-Gibbs Executive Airport, which consists of areas beyond AIA Review Area 1 but within the airspace protection and overflight compatibility notification areas. The project site is within the FAA Part 77 Height Notification area boundary as shown on ALUCP Exhibit III-3, but is below the Part 77 airspace surface. As such, the project was required to obtain an FAA Part 77 Notice of Determination letter. The FAA Determination of No Hazard to Air Navigation Letters was received and is included in Appendix B.

San Diego International Airport

The project site is also within the AIA, Review Area 2 (see Figure 4.1-2) for SDIA. The project site is within the Overflight Area Boundary (see Figure 4.1-3) the Airspace Protection Boundary (see Figure 4.1-4), and the project height exceeds the notification criteria established by FAA Part 77 Surfaces (see Figure 4.1-5). As such, the project was required to obtain an FAA Part 77 Notice of Determination letter. As stated above, Appendix B contains the FAA Determination of No Hazard to Air Navigation Letters for the project.

4.1.3 Impact Analysis

Issue 1: Would the project result in a conflict with the environmental goals, objectives, or the General Plan or Community Plan in which it is located.

4.1.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, land use impacts may be significant if implementation of the project would:

- *Be inconsistent or conflict with the environmental goals, objectives, or guidelines of a community or general plan;*
- *Be inconsistent or conflict with an adopted land use designation or intensity and cause indirect or secondary environmental impacts;*
- *Be substantially incompatible with an adopted plan; or*
- *Be inconsistent or conflict with adopted environmental plans for an area.*

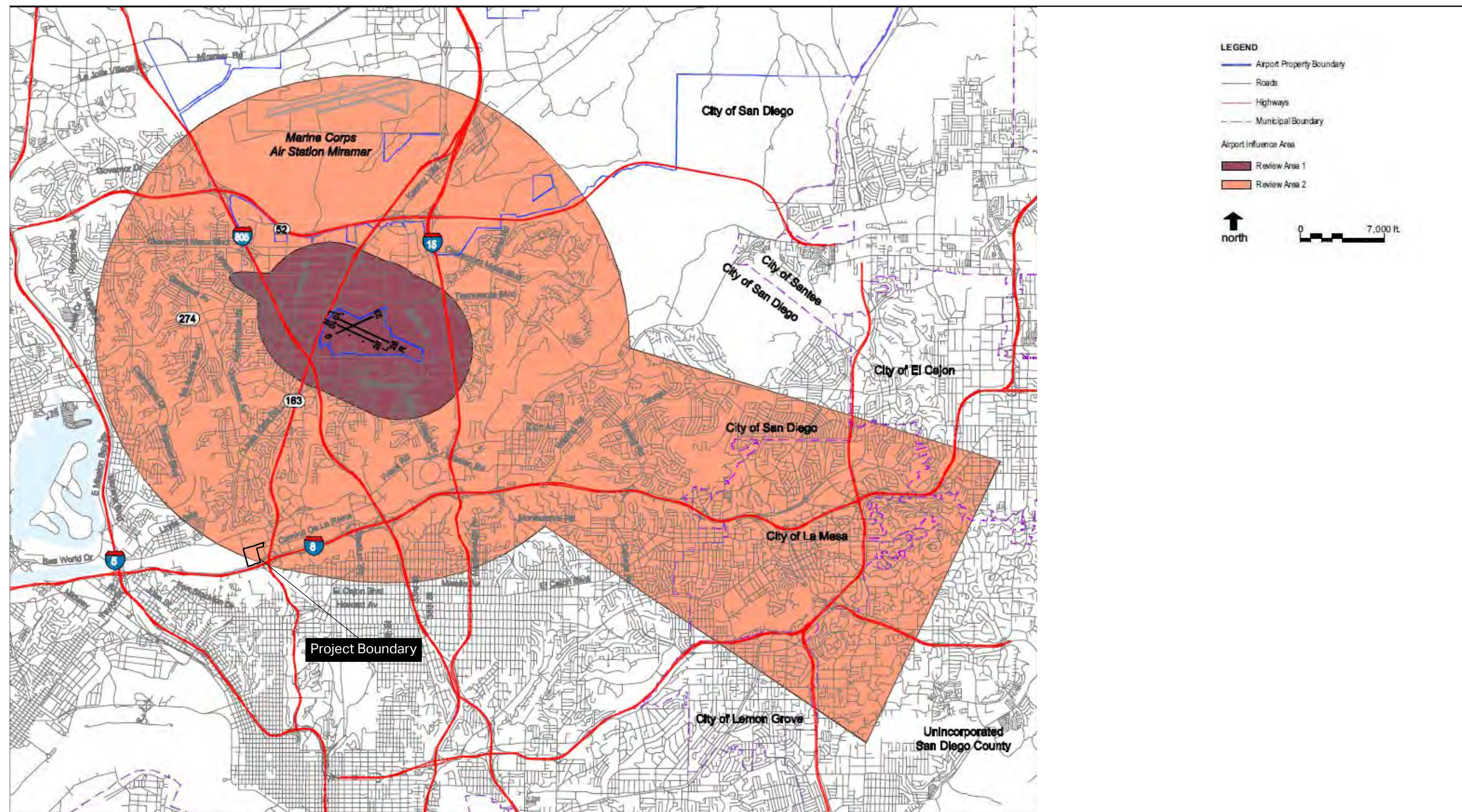


Figure 4.1-1
Airport Influence Area for Montgomery Field ALUCP

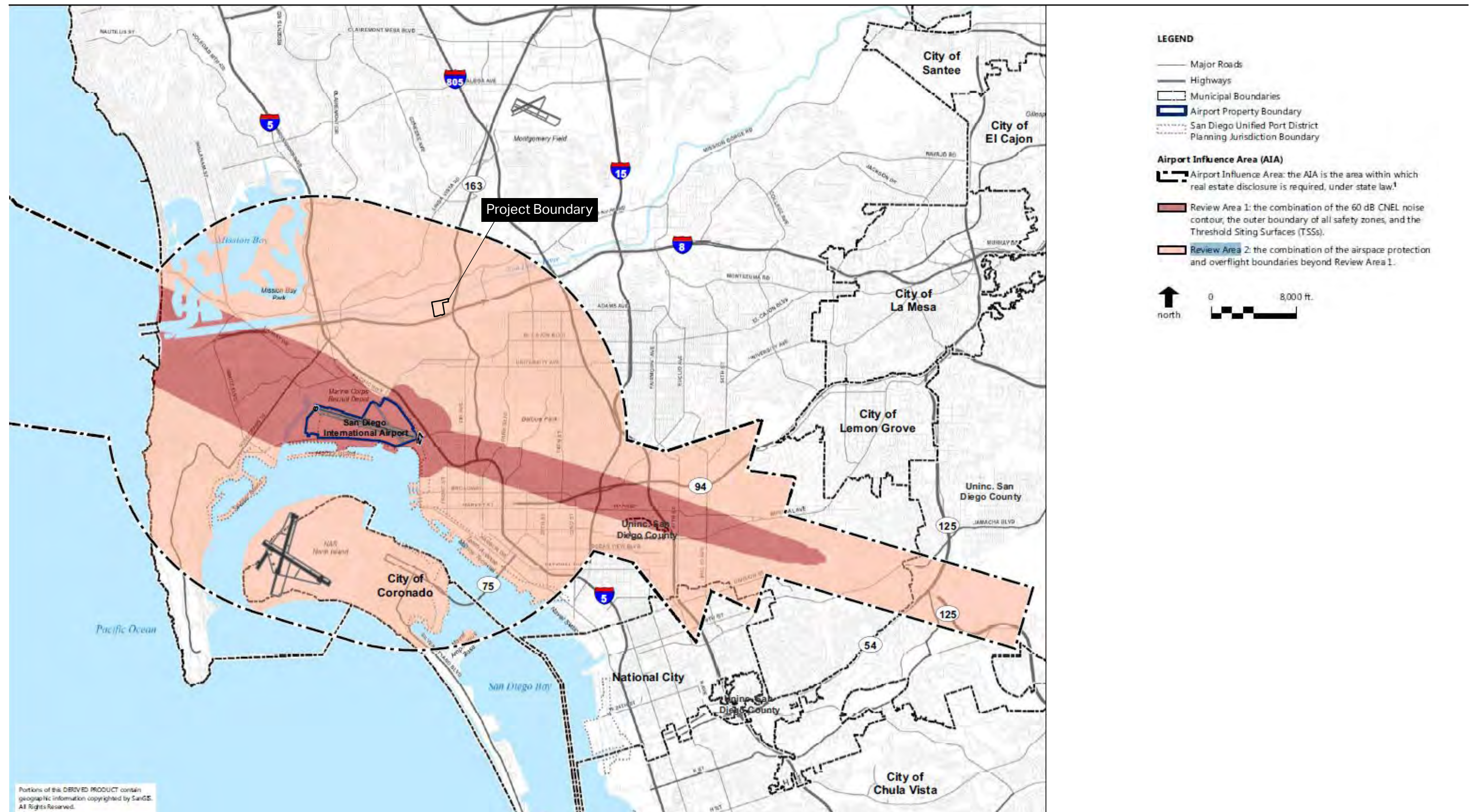


Figure 4.1-2
Airport Influence Area for San Diego International Airport ALUCP

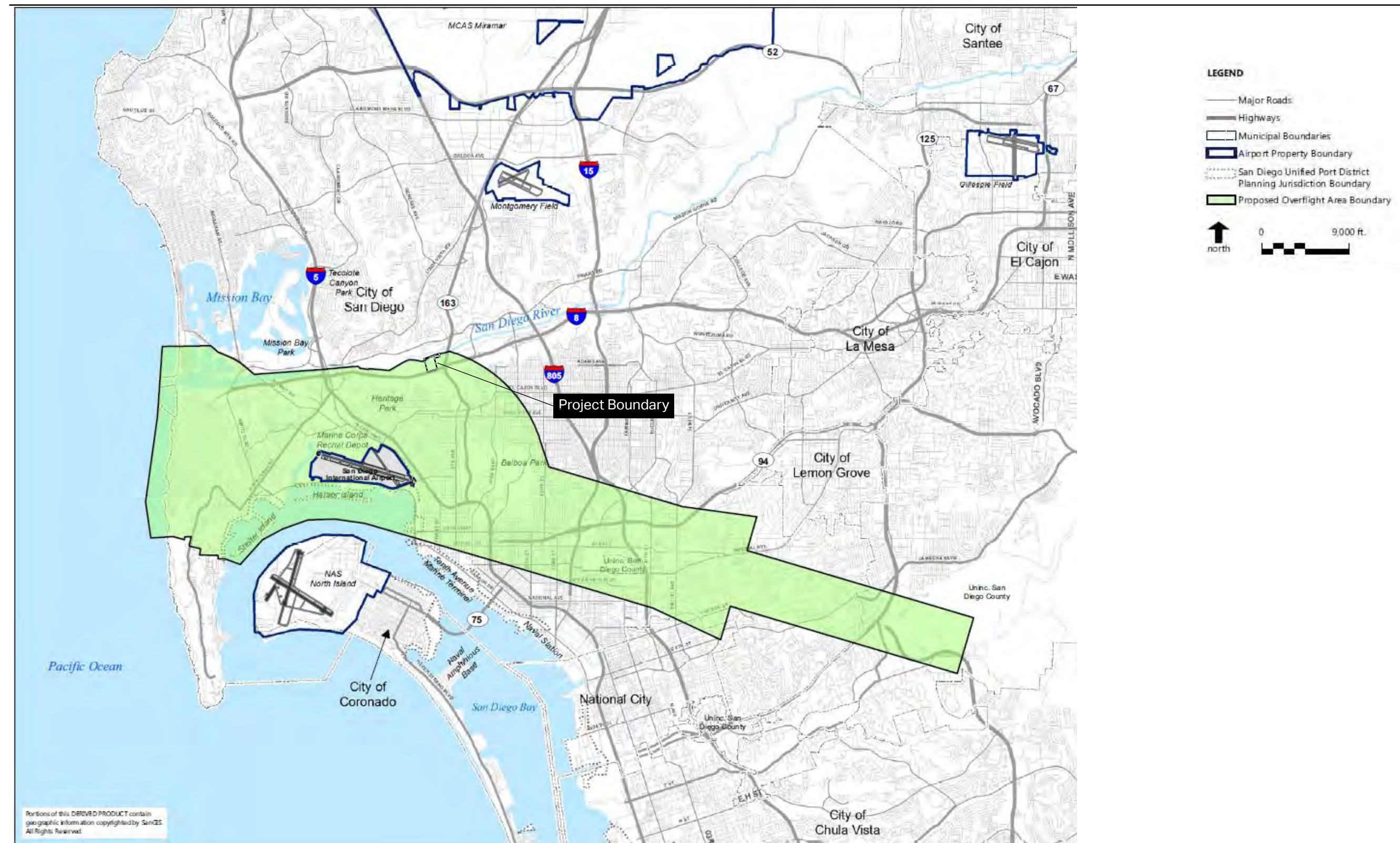


Figure 4.1-3
San Diego International Airport Overflight Area Boundary

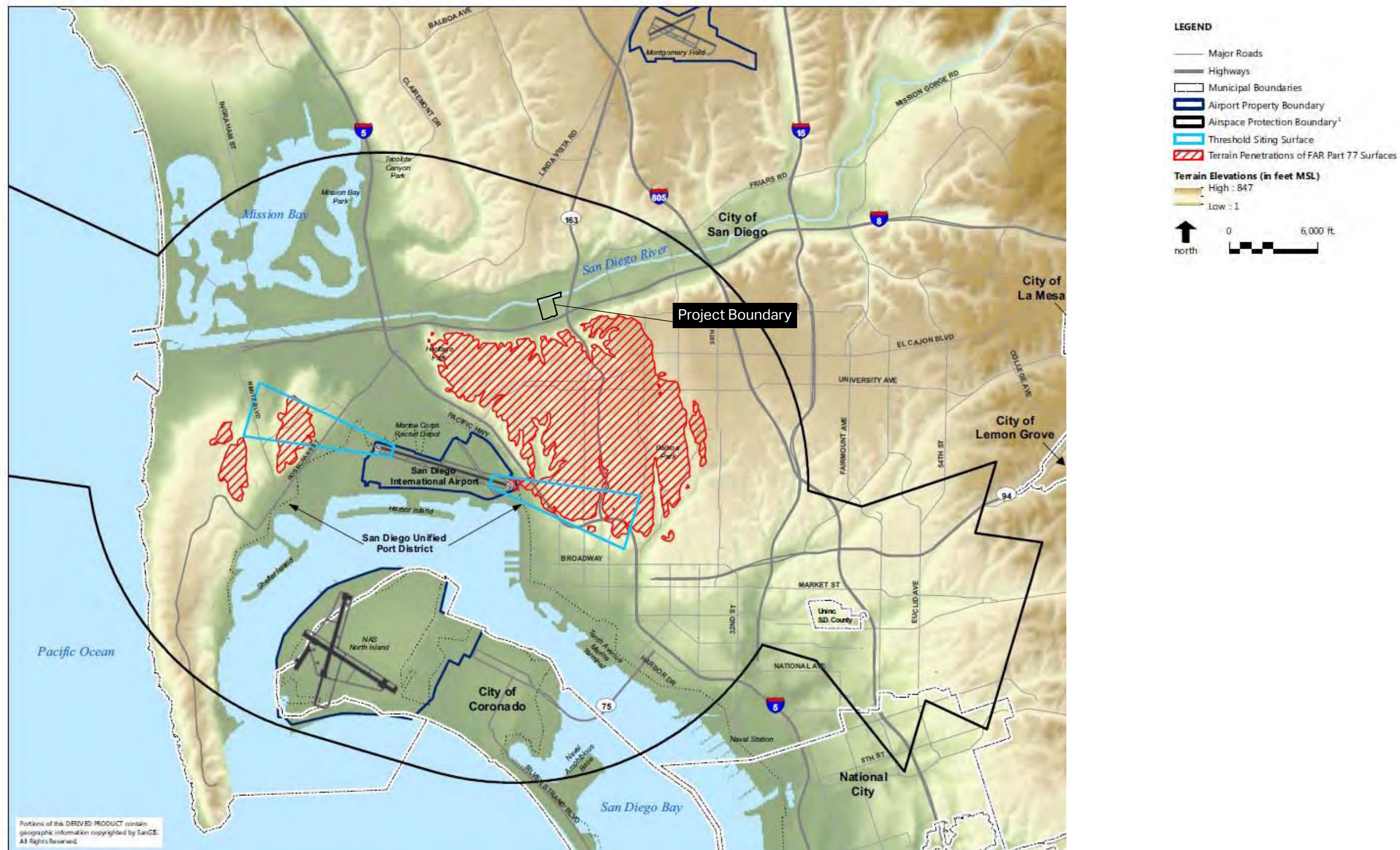


Figure 4.1-4
San Diego International Airport Airspace Protection Boundary



Figure 4.1-5
San Diego International Airport FAA Part 77 Surfaces Protection Boundary

This page intentionally left blank.

4.1.3.2 Impact Analysis

General Plan

The City of San Diego General Plan guides the long-term development of the City. The goals and policies that are applicable and relevant to the project are listed below, grouped by General Plan Element. Consistency with the General Plan Elements is identified in Table 4.1-3.

**Table 4.1-3
City of San Diego General Plan Consistency Analysis**

Land Use and Community Planning Element	Project Consistency
Goal: Mixed-use villages located throughout the City and connected by high-quality transit.	Consistent – The project is a mixed-use development including commercial, residential, and open space land uses within a 5-minute walk (approximately 1,200 feet) of the Fashion Valley Transit Center, which is served by the MTS Green Line Trolley route and several bus routes.
LU-A.1. Designate a hierarchy of villages sites for citywide implementation. <ol style="list-style-type: none"> Encourage further intensification of employment uses throughout Subregional Employment Districts. Where appropriate, consider collocating medium- to high-density residential uses with employment uses (see also Economic Prosperity Element). Revitalize transit corridors through the application of plan designations and zoning that permits a higher intensity of mixed-use development. Include some combination of: residential above commercial development, employment uses, commercial uses, and higher density-residential development. 	Consistent – The project includes the application of the MVPD-MV-M zoning designation and specific conditions as part the MPDP that permit higher-density residential development, commercial and open space land uses on-site within a within a 5-minute walk (approximately 1,200 feet) of Fashion Valley Mall, which is a Subregional Employment District and Fashion Valley Transit Center that is a part of the MTS green line transit corridor and bus routes.
LU-A.2. Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.	Consistent – The project site incorporates goals and visions identified by currently adopted MVCP and incorporates the current community input from the MVCP Update.
LU-A.3. Identify and evaluate potential village sites considering the following physical characteristics: <ul style="list-style-type: none"> Shopping centers, districts, or corridors that could be enhanced or expanded; Community or mixed-use centers that may have adjacent existing or planned residential neighborhoods; Vacant or underutilized sites that are outside of open space or community-plan designated single-family residential areas; Areas that have significant remaining development capacity based upon the adopted community plan; and Areas that are not subject to major development limitations due to topographic, environmental, or other physical constraints. 	Consistent – The project recaptures the underutilized capacity of the site to create a mixed-use center with commercial, residential, and open space land uses located within a 5-minute walk of Fashion Valley Mall (approximately 1,200 feet). The project has analyzed and addressed mitigated topographic, environmental, and or other physical constraints to allow the project to be developed as analyzed in the EIR limitations to development .

Land Use and Community Planning Element	Project Consistency
LU-A.4. Locate village sites where they can be served by existing or planned public facilities and services, including transit services.	Consistent – The project is currently served by public facilities and public services, and is within a 5-minute walk (approximately 1,200 feet) of the Fashion Valley Transit Center, including both light rail and bus services.
LU-A.6. Recognize that various villages or individual projects within village areas may serve specific functions in the community and City; some villages may have an employment orientation, while others may be major shopping destinations, or primarily residential in nature.	Consistent – The project serves as a center for recreation, employment, and residential uses.
LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level or at the project level when adequate direction is not provided in the community plan.	Consistent – The project provides higher-density housing, as identified in the Housing Element, that is in proximity to existing employment centers and transit amenities.
LU-A.9. Integrate public gathering spaces and civic uses into village design.	Consistent – The project provides 3.84 <u>3.31</u> acres of public park along the San Diego River for passive recreation, public gathering, and civic uses.
LU-A.10. Design infill projects along transit corridors to enhance or maintain a “Main Street” character through attention to site and building design, land use mix, housing opportunities, and streetscape improvements.	Consistent – The project integrates pedestrian and bicycle connections to the Fashion Valley Transit Center and MTS transit corridor. Active ground floor residential and commercial combined with uninterrupted sidewalks and parkways on private drives will enhance the walkability of the project site.
LU-A.11. Design and evaluate mixed-use village projects based on the design goals and policies contained in the Urban Design Element.	Consistent – The project design considers and integrates the goals and policies of the General Plan – Urban Design Element.
LU-B.3. Plan for and develop mixed-use projects where a site or sites are developed in an integrated, compatible, and comprehensively planned manner involving two or more land uses.	Consistent – The project incorporates both economic and residential land uses, and is located next to a transit and retail center.
LU-G.5. Implement the height standards used by the FAA as defined by Code of Federal Regulations Title 14, Part 77 through development regulations and zoning ordinances.	Consistent – As demonstrated in Section 4.14, Health and Safety, the project complies with FAA regulations.
LU-H.1. Promote development of balanced communities that take into account community-wide involvement, participation, and needs. <ul style="list-style-type: none"> a. Plan village development with the involvement of a broad range of neighborhood, business, and recognized community planning groups and consideration of the needs of individual neighborhoods, available resources, and willing partners. b. Invest strategically in public infrastructure and offer development incentives that are consistent with the neighborhood’s vision. c. Recognize the important role that schools play in neighborhood life and look for opportunities to form closer partnerships among local schools, residents, neighborhood groups, and the City with the goal of improving public education. d. Ensure that neighborhood development and redevelopment addresses the needs of older people, particularly those disadvantaged by age, disability, or poverty. 	Consistent – The project advocates for community needs by incorporating the Mission Valley Community Plan Update summaries and reports and coordinating with the Mission Valley Community Planning Group. The project specifically creates improved recreation opportunities for the community, introduces public park infrastructure, and provides educational learning programs for the San Diego River. The project would be required to comply with Land Development Code § 142.1304, Inclusionary Affordable Housing Fee.

Land Use and Community Planning Element	Project Consistency
<ul style="list-style-type: none"> e. Provide affordable housing opportunities within the community to help offset the displacement of the existing population. f. Provide a full range of senior housing from active adult to convalescent care in an environment conducive to the specific needs of the senior population. 	
LU-H.4. Encourage local employment within new developments and provide entrepreneurial opportunities for local residents.	Consistent – The project encourages local employment as a part of the project and increases access to local employment at Fashion Valley Mall and Fashion Valley Transit Center.
LU-H.6. Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian bicycle network.	Consistent – The project is a mixed-use development integrating commercial, residential, and open space land uses with enhanced pedestrian and bicycle connections both on- and off-site to Fashion Valley Transit Center, SANDAG regional bicycle connections, and San Diego River Trail System. Fashion Valley Transit Center is within a 5-minute walk (approximately 1,200 feet).
LU-I-11. Implement the City of Villages concept for mixed-use, transit-oriented development as a way to minimize the need to drive by increasing opportunities for individuals to live near where they work, offering a convenient mix of local goods and services and providing access to high quality transit services.	Consistent – The project is a mixed-use development integrating commercial, residential, and open space land uses with enhanced pedestrian connections within a 5-minute (approximately 1,200 feet) walk to both Fashion Valley Transit Center and Fashion Valley Mall.
Mobility Element	
Goal: A city where walking is a viable travel choice, particularly for trips of less than 0.5 mile; Greater walkability achieved through pedestrian-friendly street, site, and building design.	Consistent – The project site provides a network of Americans with Disabilities Act (ADA)-compliant pedestrian linkages along the perimeter of the project as well as enhanced pedestrian connections internal throughout the project site as well as the new San Diego River Pathway, which extends from Fashion Valley Road to Camino De La Reina. The project design includes buildings that are oriented to address the private drive, and private drives that include uninterrupted sidewalks with parkways.
ME-A.4. Make sidewalks and street crossings accessible to pedestrians of all abilities. <ul style="list-style-type: none"> a. Meet or exceed all federal and state requirements. b. Provide special attention to the needs of children, the elderly, and people with disabilities. c. Maintain pedestrian facilities to be free of damage or trip hazards. 	Consistent – The project site provides a network of ADA uninterrupted pedestrian linkages throughout the project site as well as the San Diego River Pathway that meet federal and state requirements.
ME-A.5. Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage. <ul style="list-style-type: none"> a. Minimize obstructions and barriers that inhibit pedestrian circulation. b. Consider pedestrian impacts when designing the width and number of driveways within a street segment. 	Consistent – The project includes private drives that are designed with a minimum 4-foot clear pedestrian path of travel (excluding portions of Private Drive E) along the perimeter of the site as well as on all enhanced internal pedestrian connections.
ME-A.6. Work toward achieving a complete, functional and interconnected pedestrian network.	Consistent – The project considers the importance of on- and off-site pedestrian connections and the regional pedestrian network. The project implements the San Diego River Pathway on the north and south sides of the

Land Use and Community Planning Element	Project Consistency
	<p>San Diego River and provides enhanced pedestrian connections along the perimeter and internal to the site. These enhanced pedestrian connections extend from Hotel Circle North to the Fashion Valley Transit Center, Fashion Valley Mall, as well as neighboring residential, office, commercial, and retail amenities.</p> <p>The project also provides a deferred improvement agreement for widening along the project frontage of Fashion Valley Road to accommodate future classification change.</p>
ME-A.8. Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.	Consistent – The project site contains both residential and economic opportunities, and is within walking distance of a major retail center. The Fashion Valley Transit Center, which is within walking distance of the site, allows for access to a greater portion of San Diego by pedestrians.
Goal: A safe and comprehensive local and regional bikeway network.	Consistent – The plan constructs the 14-foot nonmotorized (pedestrian and bicycle access) San Diego River Pathway. The project also provides an irrevocable offer of dedication to accommodate a Class II bike lane or Class I bike lane along Hotel Circle North as determined by the City of San Diego and SANDAG. These facilities connect to the SANDAG Regional Bike System.
ME-F.3. Maintain and improve the quality, operation, and integrity of the bikeway network and roadway regularly used by bicyclists.	Consistent – The project integrates Class III Sharrows on the private drives for bicycle access. The project also provides an irrevocable offer of dedication to accommodate a Class I bike lane or Class II bike lane along Hotel Circle North as determined by the City of San Diego and SANDAG.
ME-F.4. Provide safe, convenient, and adequate short- and long-term bicycle parking facilities and other bicycle amenities for employment, retail, multifamily housing, schools and colleges, and transit facility uses.	Consistent – The project includes bicycle parking intermittently located throughout the site. The City of San Diego bicycle parking requirements have included the specific requirements of the MPDP.
Urban Design Element	
Goal: A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.	Consistent – The project creates an opportunity for a different lifestyle choice. The project offers the ability to live, work, and recreate through the balance of land uses, access to transit, and proximity to Fashion Valley Mall.
UD-A.1. Preserve and protect natural landforms and features.	Consistent – The project protects and restores the San Diego River area by enhancing approximately 8 acres of MHPA area with riparian habitat.
UD-A.2. Use open space and landscape to define and link communities.	Consistent – The project implements the San Diego River Pathway along the north and south sides of the River, approximately 8 acres of riparian habitat and River restoration, and 3.84 <u>3.31</u> acres of public park. The open space, landscape, and San Diego River Pathway connect Mission Valley with Navajo and Linda Vista Planning Areas.
UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.	Consistent – The project orients development toward San Diego River with appropriate physical separation requirements and is consistent with the policies and guidelines of the MVCP, ESL Regulation, and MSCP Subarea Plan.

Land Use and Community Planning Element	Project Consistency
UD-A.5. Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.	Consistent – The project revitalizes the Town & Country Hotel and resort as a neighborhood amenity for the Mission Valley Community and brings together walkable and bikeable streets with pedestrian scale, residential ground floor design in a way that creates a sense of character and neighborhood context consistent with the City of Villages strategy.
UD-A.6. Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.	Consistent – The project incorporates minimum 4-foot parkways and sidewalks with enhanced hardscape and landscape treatments, street trees that provide shade for pedestrians, and high-quality design buildings with articulation and architectural elements to create visual appeal and enhance the pedestrian experience.
UD-A.7. Respect the context of historic streets, landmarks, and areas that give a community a sense of place or history. A survey may be done to identify “conservation areas” that retain original community character in sufficient quantity and quality but typically do not meet designation criteria as an individual historical resource or as a contributor to a historical district.	Consistent – The project is consistent with the historic context approach and unifies the existing structures with the proposed development. The project incorporates the rich history of the Town & Country Hotel, visual character of Mission Valley as an agricultural valley, and the history San Diego River into interpretive signage elements and experiences throughout the neighborhood, hotel, and public park.
UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.	Consistent – The project uses native, drought-tolerant plant palettes to provide shade, aesthetic appeal, and environmental benefits. Fencing, screening, landscaping, and hardscape elements are incorporated into the project to define publicly accessible sidewalks and plazas versus private patios and spaces.
UD-A.9. Incorporate existing and proposed transit stops or stations into project design. Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighborhood character.	Consistent – The project incorporates all existing pedestrian crossings to the Fashion Valley Transit Center and Fashion Valley Mall. The project includes enhanced hardscape treatments to increase visibility to the pedestrian crossings across Riverwalk Drive.
UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.	Consistent – The project includes five ^{three} new parking structures in lieu of surface parking in order to fully utilize the land area of the project site.
UD-A.12. Reduce the amount and visual impact of surface parking lots.	Consistent – The project does not introduce any new surface parking lots, and it greatly reduces existing surface parking lots and transforms existing surface parking lots into open space and new residential development.
UD-A.13. Provide lighting from a variety of sources at appropriate intensities and qualities for safety.	Consistent – The project provides street light standards, lit bollards, and building entry and residential unit lighting to enhance visibility and ensure safety.
UD-A.14 Design project signage to effectively utilize sign area and complement the character of the structure and setting.	Consistent – The project includes a signage program that includes branding that complements the overall development, architectural style and design, and functional needs of wayfinding components for connections to the San Diego River, Fashion Valley Mall, and Fashion Valley Transit Center.
UD-A.16. Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks and the public realm.	Consistent – The project requires the screening of all utility systems and equipment from view to preserve the functional pedestrian areas and aesthetic appeal of the development. This is included in the specific requirements of the MPDP.

Land Use and Community Planning Element	Project Consistency
<p>Goal: Architectural design that contributes to the creation and preservation of neighborhood character and vitality.</p> <p>UD-B.1. Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.</p>	Consistent – The project includes architectural design that responds to the immediate context of the Town & Country Hotel as well as the existing character of Mission Valley as identified in the MVCP and MVPDO.
UD-B.4. Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.	Consistent – The project includes private drives that function as streets. The private drives include minimum 6-foot parkway with landscaping, 4-foot sidewalks (excluding portion of Private Drive E), and pedestrian scale ground floors designed to enhance the pedestrian experience.
UD-B.5. Design or retrofit street systems to achieve high levels of connectivity within the neighborhood street network that link individual subdivisions/projects to each other and the community.	Consistent – The project addresses Fashion Valley Road and Hotel Circle North, the two portions of the Mission Valley street network surrounding the site. The project provides a deferred improvement agreement for widening along the project frontage of Fashion Valley Road to accommodate future classification change with the redevelopment of the Riverwalk Golf Course. The project funds and improves Hotel Circle North from a 2-lane Collector with a two-way left-turn lane. The roadway improvements include pedestrian linkages, bicycle facilities, and enhanced neighborhood connectivity.
UD-B.8. Provide usable open space for play, recreation, and social or cultural activities in multi-family as well as single-family projects.	Consistent – The project includes usable open space designed throughout the site area (MVPD-MV-M) as neighborhood pocket parks in addition to the 3.84 <u>3.31</u> -acre public park in the OF-1-1 zone.
Goal: Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.	Consistent – The project includes three focal points for public gathering within the 3.84 <u>3.31</u> acres of public park that were designed through public community engagement process.
UD-C.1. In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.	Consistent – The project integrates a mix of public park, residential homes, and commercial uses on the project site and the project site is within a 5-minute walk (approximately 1,200 feet) of Fashion Valley Transit Center and Fashion Valley Mall, a subregional employment center.
UD-C.3. Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.	Consistent – The project is consistent with the policies and design guidelines of the MVPDO and includes specific requirements in the MPDP to create diverse building designs that are complementary in style.
UD-C.4. Create pedestrian-friendly village centers.	Consistent – The project designs an infill project that integrates with the existing Fashion Valley Transit Center, Fashion Valley Mall, Riverwalk Golf Course, and offices at the Union-Tribune. The project includes pedestrian linkages and enhanced pedestrian-oriented streetscapes to ensure safe connectivity.
UD-C.5. Design village centers as civic focal points for public gatherings with public spaces.	Consistent – The project includes opportunities for outdoor public gathering in the 3.84 <u>3.31</u> -acre public park and neighborhood pocket parks strategically located throughout the project site.
UD-C.7. Enhance the public streetscape for greater	Consistent – The project improves Fashion Valley Road

Land Use and Community Planning Element	Project Consistency
walkability and neighborhood aesthetics.	and Hotel Circle North with noncontiguous, enhanced pedestrian sidewalks, parkways with native, drought-tolerant landscaping, and bicycle facilities to increase nonmotorized access. Buildings are oriented toward both public streets to increase visual interest and neighborhood aesthetics.
Historic Preservation Element	
<p>HP-A.2. Fully integrate the consideration of historical and cultural resources in the larger land use planning process.</p> <ul style="list-style-type: none"> Promote early conflict resolution between the preservation of historical resources and alternative land uses Encourage the consideration of historical and cultural resources early in the development review process by promoting the preliminary review process and early consultation with property owners, community and historic preservation groups, land developers, Native Americans, and the building industry. 	<p>Consistent The project considered 37 potential historic resources as a part of the project design and land use planning process. One resource, the Regency Conference Center, was presented as a potential historical resource to the City of San Diego Historical Resources Board. A motion by the Historical Resources Board to designate the Regency Conference Center to the local register failed. However, the Regency Conference Center is eligible for the CRHR and is still considered a historical resource for the purposes of CEQA. As a result of project activities, the Regency Conference Center would be demolished, which is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Therefore, the project would result in a significant impact to a historical resource. See Section 4.3 for a detailed discussion on Historical Resources. See Section 4.3 for a detailed discussion on Historical Resources.</p>
<p>HP-A.5. Designate and preserve significant historical and cultural resources for current and future generations.</p> <ul style="list-style-type: none"> Due to their importance, designate historical resources using the City's adopted designation criteria, State Register criteria, and National Register criteria. Protect and preserve historic sidewalk stamps, street signs, lampposts, street trees, and other hardscape and cultural landscape elements, in addition to designated historical buildings, structures, and sites that contribute to the historic character of a neighborhood. Enforce the Historical Resources Regulations and Guidelines of the Land Development Code that are aimed at identifying and preserving historical resources. Update these regulations and guidelines as needed to maintain adequate protection of historical resources. 	<p>Consistent- – As described in Section 4.3, Historical Resources, due diligence was exercised to identify historical resources that could be eligible for designation and could be impacted as a result of the project. One resource, the Regency Conference Center was presented as a potential historical resource to the City of San Diego Historical Resources Board. A motion by the Historical Resources Board to designate the Regency Conference Center to the local register failed. However, the Regency Conference Center is eligible for the CRHR and is still considered a historical resource for the purposes of CEQA. Although the project includes the demolition of the Regency Conference Center that would result in a significant impact to a historical resource, the project is consistent with the General Plan.</p> <p>See Section 4.3 for a detailed discussion on Historical Resources.</p>
Economic Prosperity Element	
<p>EP-B.8. Retain the City's existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible.</p>	<p>Consistent – The project retains the existing commercial activities including hotel, convention and banquet, food and beverage service, and support uses. It increases the economic vitality for Mission Valley and City of San Diego through the refreshed hotel and introduces new residential areas within walking distance (approximately 1,200 feet) to Fashion Valley Mall, an established commercial center.</p>
Public Facilities, Services, and Safety Element	
<p>PF-C.1. Require development proposals to fully address</p>	<p>Consistent – As discussed in Section 4.12, Public</p>

Land Use and Community Planning Element	Project Consistency
impacts to public facilities and services.	Services and Facilities, the project does not result in significant impacts. Additionally, the project improves Fashion Valley Road and Hotel Circle North, and enhances public welfare and safety by restoring the MHPA areas surrounding the San Diego River, reducing impervious surfaces, and complies with obtaining LEED-Silver or equivalent certification for all new residential buildings.
PF-I.1. Provide efficient and effective waste collection services.	Consistent – Waste services are discussed in Section 4.13, Public Utilities. The project complies with City regulations to provide efficient and effective waste collection services.
PF-I.2. Maximize waste reduction and diversions.	Consistent – Waste minimization is discussed in Section 4.13, Public Utilities. The project complies with City regulations and has prepared a Waste Management Plan (Appendix L) that maximizes waste reduction and diversions.
Recreation Element	
RE-A.3. Take advantage of recreational opportunities presented by the natural environment, in particular beach/ocean access and open space. RE-A.10. Encourage private development to include recreation facilities, such as children's play area, rooftop parks and courts, usable public plazas, and mini-arks to supplement population-based parks.	Consistent – The project meets population-based park requirements on-site and introduces 3.84 <u>3.31</u> acres of passive recreational opportunities along the San Diego River. The project also includes usable neighborhood pocket parks strategically located throughout the project site.
RE-C.5. Design parks to preserve, enhance, and incorporate items of natural, cultural, or historic importance.	Consistent – The project includes branding and wayfinding associated with the public park that incorporates the story of the San Diego River and enhances the cultural and historic importance of the San Diego River and Mission Valley.
RE-C.9. Determine strategies that accommodate both land for residential, commercial, and industrial use with the needs for parkland and open space uses.	Consistent – The project integrates a mix of residential and commercial uses with public park and open space to create an accessible recreation opportunity for all uses.
RE-D.7. Provide public access to open space for recreational purposes.	Consistent – The project includes a 3.84 <u>3.31</u> -acre public park that includes passive recreation opportunities and public access on all sides.
Goals: An open space and resource-based park system that provides for the preservation and management of natural resources, enhancement of outdoor recreation opportunities, and protection of the public health and safety; A system of pedestrian, bicycle, and equestrian paths linking communities, neighborhoods, parks, and the open space system. RE-F.6. Encourage the planning and coordination of river parks to provide public recreational opportunities, protect natural resources, and enhance community character.	Consistent – The project restores 6.98 acres of MHPA area, maintains MHPA physical buffers, and is consistent with the policies and guidelines of the ESL Regulation and MSCP Subarea Plan. The project also provides 3.84 <u>3.31</u> acres of population-based public park on-site and implements its portion of the San Diego River Pathway as a regional pedestrian and bicycle linkage.
Conservation Element	
Goal: To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management. CE-A.2. Reduce the City's carbon footprint. Develop and	Consistent – The project is an infill, TOD project located on previously developed land within walking distance (approximately 1,200 feet) to the Fashion Valley Transit Center with new and enhanced pedestrian and bicycle connections and facilities throughout the project site and to surrounding areas. The design encourages healthier

Land Use and Community Planning Element	Project Consistency
<p>adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:</p> <ul style="list-style-type: none"> • Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space; • Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency; • Improve energy efficiency, especially in the transportation sector and buildings and appliances; • Reduce the Urban Heat Island effect through sustainable design and building practices; • Reduce waste by improving management and recycling programs. 	<p>lifestyle choices; access to alternative modes of transportation and reduction of vehicle trips; and greater sustainability in energy through installation of solar photovoltaic panels, reduction in urban heat island effect, and reduction of construction waste and consumer-generated waste through LEED Silver certification <u>or equivalent</u>.</p> <p>The project also addresses sustainability by implementing an efficient land use pattern, completing habitat restoration and enhancement of the San Diego River, and decreasing impervious surfaces.</p>
<p>CE-A.5. Employ sustainable or “green” building techniques for the construction and operation of buildings.</p>	<p>Consistent – The project <u>would</u> exceeds the minimum requirements of Title 24 California Building Code and <u>would</u> obtains LEED Silver certification <u>or equivalent</u> for all new residential buildings. Renovation of existing buildings would not achieve LEED certification, but would meet the minimum requirements of Title 24.</p>
<p>CE-A.8. Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.</p>	<p>Consistent – See Section 4.13, Public Utilities, of this EIR for a discussion of waste reduction measures.</p>
<p>CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:</p> <ul style="list-style-type: none"> • Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases; • Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system. 	<p>Consistent – See Section 4.13, Public Utilities, of this EIR for a discussion of waste reduction measures.</p>
<p>CE-A.10. Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.</p> <ul style="list-style-type: none"> • Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material. • Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed. 	<p>Consistent – A recyclables collection area would be included on the project site. See Section 4.13, Public Utilities, of this EIR and the associated Waste Management Plan for more specific discussion.</p>
<p>CE-A.11. Implement sustainable landscape design and maintenance.</p>	<p>Consistent – The project includes native, low-maintenance and drought-tolerant planting palettes for all parkways and planting areas.</p>
<p>CE-A.12. Reduce the San Diego Urban Heat Island, through actions such as:</p> <ul style="list-style-type: none"> • Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up; 	<p>Consistent – The project includes reduction of impervious surface areas and increases planting areas, parkways, and vegetation to create shade and cooler air temperatures. Selection for all structures includes reflective, low heat retention materials.</p>

Land Use and Community Planning Element	Project Consistency
<ul style="list-style-type: none"> Planting trees and other vegetation, to provide shade and cool air temperatures; Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible. 	
CE-B.1. Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities.	Consistent – The project involves the redevelopment of a previously developed site and would not include grading of natural landforms or features.
CE-B.4. Limit and control runoff, sedimentation, and erosion both during and after construction activity.	Consistent – As described in Section 4.6, Hydrology and Water Quality, of this EIR, the project will adhere to and remain consistent with best management practices and other measures during and after project construction to protect water quality.
Goals: Protection and restoration of water bodies, including reservoirs, coastal waters, creeks, bays, and wetlands; Preservation of natural attributes of both the floodplain and floodway without endangering life and property.	Consistent – The project restores and enhances approximately 8 acres of the San Diego River and MHPA areas on the project site.
CE-E.2. Apply water quality protection measures to land development projects early in the process- during project design, permitting, construction and operations- in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff.	Consistent – The project implements water quality protection measures, as described in Section 4.6 of this EIR.
CE-E.3. Require contractors to comply with accepted storm water pollution prevention planning practices for all projects.	Consistent – As described in Section 4.6 of this EIR, the project will comply and remain consistent with all storm water pollution prevention planning practices.
CE-E.7 Manage floodplains to address their multi-purpose use, including natural drainage, habitat preservation, and open space and passive recreation, while also protecting public health and safety.	Consistent – The project enhances and restores approximately 8 acres of the San Diego River and surrounding MHPA areas. Additionally, the project replaces an impervious surface parking lot, adjacent to the River and replaces it with a 3.84 3.31-acre public park with pervious surface.
CE-F.4. Preserve and plant trees and vegetation that are consistent with habitat and water conservation policies and that absorb carbon dioxide and pollutants.	Consistent – The project removes nonnative species and introduces riparian habitat along the San Diego River. Habitat areas are restored and landscaping, street trees, and parkways are introduced along private drives to create shade and increase carbon dioxide and pollutant absorption throughout the project site.
Goal: Preservation of healthy, biologically, diverse regional ecosystems and conservation of endangered, threatened, and key sensitive species and their habitats.	Consistent – The project includes 6.98 acres of restored and enhanced riparian habitat along the San Diego River.
CE-I.4. Maintain and promote water conservation and waste diversion programs to conserve energy.	Consistent – As described in Section 4.13, Public Utilities, water conservation and waste diversion measures are implemented with the project.
Noise Element	
NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use- Noise	Consistent – A noise analysis has been conducted for the project site, as discussed in Section 4.7. Project-specific mitigation measures have been included in Section 4.7 as well.

Land Use and Community Planning Element	Project Consistency
Compatibility Guidelines (Table NE-3), so that noise mitigation measures can be included in the project design to meet the noise guidelines.	
NE-B.3. Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.	Consistent – The design of the project and its proximity to a public transportation hub does not increase traffic ADT and therefore does not result in an increase to vehicular noise levels. Additionally, California Building Code (CBC) Section 1208A.2 states that interior noise levels shall not exceed 45 dBA CNEL.
NE-B.4 Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.	Consistent – The project includes pedestrian and bicycle facilities within walking distance (approximately 1,200 feet) of the Fashion Valley Transit Center.
NE-E.1. Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land uses.	Consistent – As discussed in Section 4.7, Noise, noise impacts are mitigated to a less than significant level through site design, building architecture, and noise attenuation measures.
NE-E.4. Encourage commercial/entertainment uses to utilize operational measures that minimize excessive noise where it affects abutting residential and other noise-sensitive uses.	Consistent – As discussed in Section 4.7, noise impacts are reduced to a less than significant level through implementation of standard building design features and compliance with the City of San Diego Noise Ordinance.
Housing Element	
HE-A.5. Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums, as well as maximums, of applicable zone and plan designations.	Consistent – The project maximizes the utilization of the site by redeveloping portions of the hotel and increasing the number of residential units to meet the MVCP and specific requirements of the MPDP.
HE-J.2. Provide incentives for mixed-use development which include housing, retail, and office uses at transit nodes and other high-intensity locations as appropriate.	Consistent – The project provides a mix of residential and commercial land uses within a 5-minute walk (approximately 1,200 feet) from Fashion Valley Transit Center, a bus and light rail transit node.

Mission Valley Community Plan

The project is located within the MVCP. The analysis in Table 4.1-4 provides applicable objectives, proposals, and development guidelines from the MVCP for the project, discussed by plan element.

Table 4.1-4
Mission Valley Community Plan Consistency Analysis

Land Use and Community Plan Element	Project Consistency
Residential Objective #2: Encourage development which combines and integrated residential uses with commercial and service uses.	Consistent – The project integrates commercial and residential uses in mixed-use, walkable, compact development. The project site is also within a 5-minute walk (approximately 1,200 feet) of Fashion Valley Mall, an existing commercial and service center.
Residential Proposal #1: Provide amenities for residents such as recreation, shopping, employment and cultural opportunities within or adjacent to residential development.	Consistent – The project site provides residential and commercial uses on-site. Additionally, the project is within walking distance (approximately 1,200 feet) of Fashion Valley Mall, a subregional employment center

Land Use and Community Plan Element	Project Consistency
	and shopping center. The project provides 3.84 <u>3.31</u> acres of on-site public park as a recreation and cultural amenity for residents and the larger Mission Valley community.
Residential Development Guideline #2: Design internal pedestrian and bicycle circulation path to reduce dependency on the automobile and minimize conflicts among pedestrian, bicycle, and automobile traffic.	Consistent – The project includes the San Diego River Pathway as a safe pedestrian and bike route. The project site integrates sidewalks with parkways, bicycle sharrows (shared bike paths) on all private drives, and implements bicycle facilities on Hotel Circle North and Fashion Valley Drive for safe, nonmotor vehicle travel and to reduce conflicts between various modes of travel.
Residential Development Guideline #8: Encourage mid- and high-rise multiple dwelling structures where: a. they are compatible with surrounding development; b. they are conveniently situated with regard to shopping and other amenities; c. they are located within walking distance of transit lines; d. there is adequate street capacity to handle traffic generated by such development.	Consistent – The project includes the construction of mid-rise, multiple dwelling structures. The project is compatible with the surrounding development; is located within a 5-minute walk (approximately 1,200 feet) to Fashion Valley Mall, Union-Tribune offices and education centers and offices across Camino De La Reina; and is located within a 5-minute walk (approximately 1,200 feet) from Fashion Valley Transit Center. The project also includes a 3.84 <u>3.31</u> -acre public park as a recreation amenity. The project does not generate any new ADT and improves Hotel Circle North and provides an Irrevocable Offer of Dedication for future improvement of Fashion Valley Road.
Commercial Objective #1: Encourage multi-use development in which commercial uses are combined or integrated.	Consistent – The project consolidates commercial uses, including food and beverage services, convention and banquet facilities, and hotel guest rooms in a mixed-use, TOD.
Commercial Development Guideline #3: Connect various developments (new and existing) by transit, pedestrian, and bicycle routes to discourage intra-Valley auto traffic.	Consistent – The project site is located within a 5-minute walk (approximately 1,200 feet) to existing Fashion Valley Transit Center with light rail and bus services connecting to the Mission Valley community and greater San Diego region. The project implements the multi-modal San Diego River Pathway within site area limits to enhance bicycle and pedestrian connectivity to Mission Valley and surrounding communities.
Multiple Use Development Option Objective #1: Provide new development and redevelopment which integrates various land uses into coordinated multi-use projects.	Consistent – The project includes the renovation and consolidation of the Town & Country Hotel and new development of residential units to cohesively create a multi-use, TOD neighborhood in proximity to transit and other existing services.
Multiple Use Development Option Development Guideline #2: Encourage activity on a 24-hour basis within a development project by including one or more of the following types of uses in addition to office and retail: restaurants, theatres, hotels, residences.	Consistent – The project encourages 24-hour activity by including hotel, restaurant, and residential units on-site.
Transportation	
Public Transit Objective #1: Encourage the use of public transit modes to reduce dependency on the automobile.	Consistent – The project site is located within a 5-minute walk (approximately 1,200) feet to the existing Fashion Valley Transit Center that provides both light rail and bus services.
Public Transit Objective #2: Provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes.	Consistent – The project site is located within a 5-minute walk (approximately 1,200) feet to the existing Fashion Valley Transit Center that provides both light rail and bus services. The project integrates pedestrian linkages and

Land Use and Community Plan Element	Project Consistency
	bicycle connections throughout the site and the multi-modal San Diego River Pathway to encourage nonmotorized modes of travel to the larger San Diego region.
Parking and Goods Delivery Development Guideline #1: Provide attractively designed parking structures or underground facilities to reduce the area of a site which must be devoted to parking. Auto-oriented uses such as service stations and drive-thru facilities should be integrated into the design of the parking facilities.	Consistent – The project removes surface parking and constructs three new multi-story parking structures that are screened from view by integrally designed residential units.
Bikeway Objective #1: Create an intra-community bikeway system which would provide access to the various land use developments within the Valley, and connect to the regional system.	Consistent – The project constructs the regional San Diego River Pathway (within the project limits), which provides pedestrian and bicycle access to Mission Valley and surrounding communities. The project will fund and construct bicycle facilities and provides an irrevocable offer of dedication to accommodate a Class I bike lane or Class II bike lane along Hotel Circle North as determined by the City of San Diego and SANDAG. The project also provides a deferred improvement agreement for widening along the project frontage of Fashion Valley Road to accommodate future classification change and enhanced bicycle facilities.
Bikeway Objective #3: Create the San Diego River Pathway that would provide for a bicycle and pedestrian access along the San Diego River and would also connect to other regional bicycle and pedestrian trails.	Consistent – The project constructs its portion of the San Diego River Pathway and will connect and coordinate with the Union-Tribune section of the San Diego River Pathway.
Pedestrian Circulation Objective #1: Improve the visual quality as well as the physical efficiency of the existing and future pedestrian circulation system.	Consistent – The project improves the visual quality of the area by introducing noncontiguous sidewalks on all private drives, landscaping, and street lighting and pedestrian paths that connect to the San Diego River Pathway and Fashion Valley Transit Center.
Pedestrian Circulation Proposal #2: Provide adequate light in public areas.	Consistent – Street lighting and building lighting are provided throughout the site to ensure adequate visibility in all public areas. Lighting along the public park and adjacent to the San Diego River Pathway is consistent with guidelines and standards set by the SDRPMP and MSCP Subarea Plan.
Pedestrian Circulation Development Guideline #1: Provide the San Diego River Pathway through new development along the River. The design of the San Diego River Pathway shall be in accordance with the Mission Valley Planned District Ordinance and consistent with the San Diego River Park Master Plan Design Guidelines.	Consistent – The project constructs its portion of the San Diego River Pathway in accordance with the MVPDO and the SDRPMP.
Pedestrian Circulation Development Guideline #4: Urban plazas and project recreational areas for the commercial, residential, hotel and office development should have direct links to both the River and the public streets parallel to the Riverwalk Drive, Friars Road and Camino De La Reina.	Consistent – The project site includes pedestrian linkages from the hotel and residential areas to the San Diego River Pathway and on-site public park. The project also creates two integrated neighborhood pocket parks linked through pedestrian paths to the San Diego River Pathway.
Open Space	
San Diego River Objective #2: Protect existing and future development from flood hazard.	Consistent – The project removes 3.84 <u>3.31</u> acres of impervious surfaces in proximity to the San Diego River, restores and enhances <u>8.11</u> 7.4 acres of the San Diego

Land Use and Community Plan Element	Project Consistency
	River area (6.98 acres are located within the MHPA), and development on the project site is set back to further reduce the hazard from flooding
San Diego River Objective #3: Preserve and maintain the wetlands and riparian habitat areas along both sides of the River.	Consistent – The project includes 8.11 <u>7.4</u> acres of restoration and enhancement of riparian habitat along the San Diego River. The project also is consistent with the ESL Regulation and MSCP Subarea Plan for wetland and habitat area buffers.
San Diego River Objective #4: Enhance and maintain the aesthetic and recreational qualities of the River corridor as part of an open space and park system.	Consistent – The project includes a 3.84 <u>3.31</u> -acre passive recreation public park that is outside of MHPA and buffer areas. The project also constructs the San Diego River Pathway as a recreational amenity within its limits.
San Diego River Proposal #3: Create and complete the San Diego River Pathway along the River to accommodate both bicycle and pedestrian users.	Consistent – The project creates and completes the San Diego River Pathway within the project site.
San Diego River Development Guideline #2: Design of the wetland buffer and habitat adjacent to the River shall be consistent with the Land Development Code, Section 142.0101, Environmentally Sensitive Lands and the Design Guidelines of the San Diego River Park Master Plan.	Consistent – The design of the wetland buffer and habitat adjacent to the River complies with the Land Development Code and, with specific requirements of the MPDP, is consistent with the design guidelines of the SDRPMP.
Parks and Recreation Proposal #2: Utilize the San Diego River corridor for passive recreation.	Consistent – The project provides a 3.84 <u>3.31</u> -acre public park for passive recreation that creates views to the San Diego River and is immediately adjacent to the San Diego River and surrounding MHPA areas.
Open Space Linkage System Proposal #1: Utilize the San Diego River corridor as the focal “point” or spine of the open space linkage system.	Consistent – The project preserves and enhances 74 acres of the San Diego River. The on-site 3.84 <u>3.31</u> -acre public park is a focal point along the open space linkage system.
Open Space Linkage System Proposal #2: Provide visual access to the San Diego River and the hillside in order to preserve a sense of openness in the valley.	Consistent – The design of buildings, park spaces, and pedestrian linkages on the project site are designed to ensure visual access to the San Diego River and surrounding hillside.
Conservation	
Energy Objective #1: Protect and enhance the quality of Mission Valley’s air and water resources.	Consistent – Specific discussion of reduction to air quality impacts is included in Section 4.5 of this EIR, and protection of water resources is discussed in Section 4.6.
Other Institutions Objective #2: Identify and preserve any archaeological or historic sites.	Consistent – The project does not impact any archaeological sites. Inconsistent – As described in Section 4.3, Historical Resources, the project site contains one historical resource that is eligible for the CRHR: the Regency Conference Center. The Regency Conference Center was presented as a potential historical resource to the City of San Diego Historical Resources Board. The Historical Resources Board determined that, due to the significant modifications to the structure, the Regency Conference Center was not recommended for designation as a CRHR. See Section 4.3 for a detailed discussion on Historical Resources.
Other Institutions Proposal #1: Conduct archaeological and paleontological surveys, when warranted, for projects requiring a discretionary permit.	Consistent – As discussed in Section 8.4 of this EIR, research was performed to protect archaeological and paleontological resources.
Other Institutions Proposal #2: Should a site worthy of	Consistent – The project does not contain significant

Land Use and Community Plan Element	Project Consistency
preservation be found, institute appropriate measures for its protection or for the salvage of the artifacts.	cultural sites. If discovered, they will be protected and/or salvaged as appropriate.
Other Institutions Proposal #6: Review of historic sites, and archeological resources, geological and paleontological resources and geologic hazards should be included as part of project review.	Consistent – Thorough analysis of historic, archaeological and paleontological, and geologic resources and hazards has been performed and is included in Sections 4.3, 8.4, and 4.10 of this EIR, respectively.
Urban Design	
San Diego River Design Guideline #1: Building should be sited so as to provide and/or maintain views of the River from public roads, the freeways, the mesas or either side of the community, and to maintain views across the River. Pedestrian access from the development to the River and from public right-of-ways should also be encouraged.	Consistent – The design of buildings, park spaces, and pedestrian linkages on the project site are designed to ensure the existing visual access to the San Diego River is maintained.
Pedestrian Areas Design Guideline #14: Private project recreational and/or urban plazas should be linked visually and/or physically to the open space corridor, in order to integrate them into the area- wide open space system.	Consistent – The project provides pedestrian linkages from the on-site 3.84 ^{3.31} -acre passive recreation public park and the San Diego River Pathway to pocket parks integrated into the site design of the mixed-use, TOD neighborhood and out to the public streets to integrate the open spaces to the Mission Valley community.
Water Conservation Design Guideline #1: Buildings should be designed with mechanisms that will reduce water consumption. The following water saving devices should be considered: Low flow plumbing fixtures; cycle adjustment machines; pressure regulators to maintain water pressure to desirable conservation levels; hot water pipe insulation; and, automatic sprinkler systems.	Consistent – Water conservation measures are integrated into building design. Buildings will be constructed to meet LEED Silver certification ^{or equivalent} standards.
Water Conservation Design Guideline #2: Water should be conserved by using low maintenance drought tolerant plant material, and the use of inert landscape materials (rocks, gravel, ornamental paving) and sculptured forms.	Consistent – The project includes the use of native, drought-tolerant plants for landscaping.

San Diego River Park Master Plan

The San Diego River Park Master Plan provides general and specific recommendations to protect and preserve the San Diego River and its corridor. Table 4.1-5 provides a consistency analysis for the project and the San Diego River Park Master Plan.

Table 4.1-5
San Diego River Park Master Plan Consistency Analysis

Land Use and Community Plan Element	Project Consistency
General Recommendations	
3.1.1. Restore and maintain a healthy River system	Consistent – The project includes the 8.11 ^{7.4} acres of restoration and enhancement of the portion of the San Diego River that runs through the project site.
3.1.1.D. Encourage the growth of appropriate native riparian and upland vegetation.	Consistent – The project includes the restoration and enhancement of riparian habitat along the San Diego River.
3.1.1.H. Future development projects should incorporate hydrology and water quality considerations in all	Consistent – This EIR analyzes potential impacts of the project to hydrology and water quality in Section 4.6.

Land Use and Community Plan Element	Project Consistency
planning and guidance documents and monitor water quality following implementation of the projects.	
3.1.2.A. Establish appropriate corridors for the River, wildlife, and people.	Consistent – The project design accounts for the San Diego River corridor.
3.1.3.A. Create a continuous multi-use San Diego River Pathway from the Pacific Ocean to the City of Santee	Consistent – The project constructs the San Diego River Pathway within the site to ensure regional connectivity.
3.1.5.D. Include access to the River through new development.	Consistent – The project provides pedestrian linkages and physical access from the developed portions of the site to the San Diego River.
Specific Recommendations	
3.2.2.D. Pursue opportunities to address the hydrology of the River, to provide public parks and to orient the new development toward the River in Specific Plan areas, if amended.	Consistent – The project orients development toward the River, enhances and restores 6.98 acres of MHPA area surrounding the River (8.11 7.4 acres of restoration total), and creates 3.84 3.31 acres of on-site park space
3.2.2.J. Provide interpretive signage along the San Diego River Pathway about the rich history of the Lower Valley.	Consistent – The project includes signage along the San Diego River Pathway and throughout the project site that celebrates the rich history of the Lower Valley.

City of San Diego Multiple Species Conservation Program Subarea Plan/Multi-Habitat Planning Area

Due to the project containing approximately 6.98 acres within the MHPA, compliance with MHPA Land Use Adjacency Guidelines is required. These guidelines address potential indirect effects to the MHPA and include the following issue areas: drainage; toxics; lighting; noise; barriers; invasives; brush management; and grading/land development. Project features include protection, enhancement, and revitalization of the San Diego River and surrounding River banks. Lighting and noise emitted from the project site would be shielded through barriers and landscaping. Landscaping plans for the project would avoid the use of nonnative, invasive species. Site drainage is managed through best management practices (BMPs) and LID features discussed in Section 4.6, Hydrology and Water Quality. Additional discussion of the project's compliance with the MSCP/MHPA can be found in Section 4.4, Biological Resources.

City of San Diego General Plan Conservation Element

The project would improve energy and water efficiency of the existing buildings so that they are consistent with Title 24 standards. In addition, the new residential buildings would be designed to be consistent with LEED Silver standards (Policy CE-A.5). The project would use drought-tolerant landscaping that would cover 14.5 acres and would include a mix of existing and proposed plants (Policy CE-A.11, CE-A.12). As discussed in the Waste Management Plan (WMP) (Leppert Engineering Corporation 2016) and Section 4.13, Public Utilities, the project shall achieve a goal of 75 percent waste reduction for construction and demolition debris (Policy CE-A.8, CE-A.9). As discussed in Section 4.9, Energy, the roof of the residential structures would also include approximately 372 solar photovoltaic panels. The panels are intended to

generate approximately 50 percent of the electricity requirements for the common outdoor circulation, amenity, and utility areas of each residential building (CE-A.2).

The project is also consistent with the General Plan concept of integrating walkable villages within a cohesive community and integrates Smart Growth design by proposing a mixed-use development that provides amenities for all hotel and residential users within walking distance. The project location would encourage the use of public transit and connect residents and visitors with regional job and commercial opportunities. Furthermore, the project is consistent with regional planning efforts for infill development by developing residential and commercial land uses within a built area.

The project would be consistent with policies adopted and/or recommended by the City and would also comply with the overarching strategies for land use (i.e., mixed-use, infill, and transit oriented development).

4.1.3.3 Significance of Impacts

The project is generally consistent with the stated goals, objectives, and recommendations of the City of San Diego General Plan, MVCP, MVCP, and the MSCP as described above. While the project would involve the demolition of the CRHR-eligible Regency Conference Center, which would be a significant impact to historical resources, the historical review process was fully integrated into the review of this project and all applicable regulations were complied with, therefore the project would be consistent with the City of San Diego General Plan. Therefore, no significant impacts associated with policy conflict would occur.

4.1.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.1.4 Impact Analysis

Issue 2: A significant land use impact would occur if the project would require a deviation or variance.

4.1.4.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to land use would be considered significant if the project would:

Require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment.

4.1.4.2 Impact Analysis

The project site currently is zoned MVPD-MV-M/SP. With the implementation of the project, the MVCP would be amended to remove the site from the ASP and provide new zoning for the project. The Community Plan ~~would~~ allows the density to be calculated over the entire MVPD-MV-M premises~~a maximum of 84 dwelling units per gross acreage of the entire residential zone.~~ The new zoning for the site would be MVPD-M and would be developed in accordance with MV-R-5 for the Residential District and MV-CV for the Hotel District with deviations as described in Table 4.1-6. The River Park District zoning OF-1-1 would remain~~but would include~~; however -a portion of the OF-1-1 zone would be rezoned to MVPD-MV-M as shown in Figure 3-1.~~additional land within the OF-1-1 zone than currently exists on site.~~ The project would be governed by the amended MVCP, MPDP, Town & Country Master Plan, and applicable sections of the LDC with the exceptions and deviations as defined in Table 4.1-6 below. The ~~new~~ zoning designation of MVPD-MV-M ~~s~~ allows s residential units as a permitted use (see Figure 3-1 Proposed Zoning).

Existing conditions of the project site are compliant with the intent of the SDRPMP, and all new construction of the project would be compliant with the overall intent of this plan. However, the physical constraints of the existing conditions and the objective to provide a seamless design transition from the adjacent Union-Tribune development located directly to the east of the site require the following deviations from the SDMC including the MVPDO.

Table 4.1-6
Land Development Code SDMC Deviations

Development Regulation	Required/Allowed	Proposed
Zone OF-1-1 Development Regulations Deviations		
SDMC §131.0231-Table 131-02C Lot Area	Minimum 10 acres	<u>Deviation to</u> allow lot sizes as follows: Lot 6 <u>B</u> = 1. 74 <u>70</u> acres Lot 7 <u>C</u> = 7. 78 <u>26</u> acres Lot 8 <u>D</u> = 2. 15 <u>61</u> acres
SDMC §131.0231-Table 131-02C Lot Width	Minimum 500 feet <u>ft.</u>	Lot 7 = 300.5 feet (north-south) Lot 8 = 231.4 feet (north-south) <u>Deviation to allow minimum lot width less than 500 ft. for Lot C and Lot D on Fashion Valley Road. These lots are irregularly shaped. Refer to Vesting Tentative Map for lot configuration and lot widths.</u>
SDMC §131.0231-Table 131-02C Street Frontage	Minimum 500 feet <u>ft.</u>	Lot 6 = Allow Lot 6 to have Private Drive E frontage (no public street frontage)

Development Regulation	Required/Allowed	Proposed
		Lot 7 = 123 feet frontage on Fashion Valley Road <u>Deviation to allow minimum street frontage less than 500 ft. for Lot C and Lot D on Fashion Valley Road. These lots are irregularly shaped. Refer to Vesting Tentative Map for lot configuration and street frontage.</u>
SDMC §131.0231-Table 131-02C Lot Depth	Minimum 500 feet <u>ft.</u>	<u>Deviation to allow minimum lot depth of less than 500 ft. for Lot B from Private Drive E. Refer to Vesting Tentative Map for lot configuration and lot depth.</u> Lot 6 = 284.1 feet from Private Drive E
Master Plan River District Requirements Deviations		
SDMC §143.0145(e)(2) Structures within Floodways	Permanent structures not permitted within floodway.	<u>Deviation to allow permanent structures associated with and substantial improvements to existing loading dock, parking permanent structures within the floodway, including: fences, picnic tables, posts, informational signage, benches, posts, and directional signage associated with the public park, Private Drive E, and associated directional signage within floodway the parking lot or the hotel.</u>
SDMC §143.0146(a)(4) Flowage Easement	Flowage easement to the City shall be granted for that portion of the property within a floodway.	<u>Deviation to allow existing and substantially improved existing structures within the floodway, to be designated outside of the flowage easement.</u>
SDMC §1514.0302(c) River Corridor Area	<ul style="list-style-type: none"> Permitted Uses and Development limited in <u>River Corridor Area.</u> Alignment of <u>San Diego River Pathway within Path Corridor.</u> 	<u>Deviation to allow the following uses within the floodway River Corridor Area:</u> <ul style="list-style-type: none"> <u>San Diego River Pathway outside of the Path Corridor and within the floodway.</u> Existing hotel buildings with certain improvements, including parking <u>and Private Drive E.</u> Construction of new residential building <u>and site improvements</u> on Lot 4 <u>within the Path Corridor.</u> Shielded lighting along <u>San Diego River Pathway</u> within floodway directed away from river and MHPA areas.
SDMC §1514.0302(d)(1) River Influence Area Lot Coverage	Maximum 65 percent lot coverage <u>for any development on a lot of wholly or partially within 115 ft. of River Corridor Area.</u>	<u>Deviation to allow maximum of 85 percent lot coverage for development on Lot 4.</u>
SDMC §143.0510 Wetland Deviations Outside of the Coastal Zone	Impacts to wetland habitats require a deviation.	The project meets the requirements for a deviation under the City's Biology Guidelines (City of San Diego 2012) as the project provides the Biologically Superior Option and would result in the maximum amount of habitat restoration and enhancement of wetlands on-site and limit impacts to wetlands of low

Development Regulation	Required/Allowed	Proposed
		biological quality.
SDMC §1514.0302(d)(2) <u>River Influence Area</u> <u>Building Height</u>	Per Table 1514-03C and Diagram 1514-03C, setbacks are established from the edge of the River Corridor Area. <u>Minimum distance the building is set back from the River Corridor Area and maximum building height allowed:</u> <ul style="list-style-type: none"> <u>Buildings shall be set back a minimum of 10 ft. from the River Corridor Area.</u> <u>10 ft. setback/35 ft. max height.</u> <u>20 ft. setback/45 ft. max height.</u> <u>30 ft. setback/70 ft. max height.</u> <u>70 ft. setback/max height equal to the number of ft. the building is setback from River Corridor Area.</u> <u>115 ft. setback/max height per underlying zoning.</u> 	<u>Deviation to measure height setback from edge of floodway instead of edge of River Corridor Area.</u>
SDMC §1514.0302(d)(2) River Influence Area Building Height	Varies per Table 1514-03C and Diagram 1514-03 Height step backs are measured from the edge of the River Corridor Area.	Allow different height stepbacks (as shown elsewhere in EIR <u>in Figure 4.11-6 of the FEIR</u>).
SDMC §1514.0302(d)(2) River Influence Area Massing	Varies per Table 1514-03C Massing is measured from the edge of the River Corridor Area.	Allow different massing (as shown elsewhere in EIR <u>in Figure 4.11-6 of the FEIR</u>).
SDMC §1514.0302(d)(2) River Influence Area Massing	Per Table 1514-03C, setbacks are established from the River Corridor Area. <ul style="list-style-type: none"> <u>Maximum 50 percent of a building's wall may be located at the setback measured from the River Corridor Area.</u> <u>At or above 70 feet, in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor within the River Influence Area.</u> 	Allow the following setbacks: <u>Deviation to measure massing setbacks from the edge of floodway instead of edge of River Corridor Area:</u> <ul style="list-style-type: none"> <u>Maximum 50 percent of a building's wall may be located at the setback measured from the floodway.</u> <u>At or above 80 feet 90 ft. in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor within the River Influence Area.</u>
SDMC §1514.0302(d)(8)(A) Exterior Equipment Enclosures	Loading Areas located minimum 100 feet from River Corridor Area	One loading area and associated improvements within 100 feet from the River Corridor Area is permitted.
SDMC §1514.0302(d)(13) Fences	Limitations on fences within 10 feet of outer limit of River Corridor Area	<ul style="list-style-type: none"> <u>Deviation to allow fences on at residential Lot 4 within the River Corridor Area for definition of building entrances and terraces within the River Corridor Area.</u> <u>Deviation to allow fences along Riverwalk Drive within River Corridor Area.</u>
SDMC §1514.0402(b)(1) Sidewalks/Parkways	Minimum Average Widths per Table 1514-04 for: Majors and Arterials: <ul style="list-style-type: none"> 10 <u>10 ft.</u> clear corridor sidewalk 8 <u>8 ft.</u> landscaped parkway <u>2-lane collectors and streets of lesser</u>	The <u>Deviation to allow the following:</u> <u>1. 4-lane major (Fashion Valley Road and Camino De La Reina) may include at new construction only:</u> <ul style="list-style-type: none"> <u>8 ft.</u> clear corridor sidewalk <u>6 ft.</u> landscaped parkway

Development Regulation	Required/Allowed	Proposed
	<u>width:</u> <ul style="list-style-type: none"> 6 ft. clear corridor sidewalk 5 ft. landscaped parkway 	<p>2. 4-lane major (Camino de la Reina) including all options for bicycle travel/improvements:</p> <ul style="list-style-type: none"> 8 ft. clear corridor sidewalk 6 ft. landscaped parkway <p>3. 2-lane collector (Riverwalk Drive - outside Master Plan area)</p> <ul style="list-style-type: none"> 10 ft. multi-modal <i>River Pathway</i> outside of right-of-way in lieu of pedestrian sidewalk on south side. Distance to curb may vary.
SDMC §1514.0402(b)(1) Sidewalks/Parkways	Minimum Average Widths per table 1514-04 for 2-lane Collectors: 6' clear corridor sidewalk 5' landscaped parkway	Allow the San Diego River Pathway to be outside of Riverwalk Drive right-of-way (ROW) in lieu of a sidewalk within ROW.
Master Plan Residential District Requirements		
SDMC §1514.0304(e) Density Regulations	Maximum 70 dwelling units/gross acre (calculated across entire residential zone)	Pursuant to SDMC, Section 143.0410(a)(3)(D), the MVCP Amendment will allow maximum 84 dwelling units per gross acreage of entire residential zone and minimum 25 dwelling units per gross acreage of entire residential zone.
SDMC §1514.0304(d)(1) Street Frontage	Minimum 70 feet ft. public street frontage.	<p><u>Deviation to</u> allow Lots 3 and 4 to have private drive frontage (no public street frontage).</p> <ul style="list-style-type: none"> Lot 3: No public street frontage provided (approximately 366 ft. Private Drive frontage provided). Lot 4: No public street frontage provided (approximately 448 ft. Private Drive frontage provided).
SDMC §1514.0304(e)(1) Street Yard Area	Minimum street yard area of 25 feet ft. multiplied by the street frontage length plus an incremental factor of 0.25 feet ft. for each foot of building elevation over 24 feet ft.	Allow street yard areas as depicted on the Vesting Tentative Map. <u>Deviation to allow minimum sq. ft. to be 15 ft. street yard area multiplied by length of street frontage for new construction.</u>
SDMC §1514.0304(e)(2) and (3) Parking and Building Setbacks and Incremental Building Setback	<p>Per Table 1514-03H:</p> <p>Street yard setback: 15 feetft. plus incremental setback of 0.25 feetft. for each foot of building elevation over 24 feetft.</p> <p>Side yard setback: 10 feetft. plus incremental setback of 0.2 feetft. for each foot of building elevation over 24 feetft.</p> <p>Rear yard setback: 15 feetft. plus</p>	<p>Allow side yard setbacks as follows: <u>Deviation to allow setback deviations as follows:</u></p> <p><u>Street yard setback</u></p> <ul style="list-style-type: none"> Lot 1 and Lot 2: 15 ft. with no additional incremental setback. Lot 3 and Lot 4: 10 ft. with no additional incremental setback. <p><u>Side yard setback</u></p> <ul style="list-style-type: none"> Lot 1: 10-feetft. setback with no additional incremental setback. Lots 2, 3, and 4: 10-feetft. setback with no additional incremental setback. <u>Exception: Lot 3 has 5-ft. setback with no additional incremental setback along eastern or western side yards yard.</u> <p>Allow Rear yard setbacks for setback</p>

Development Regulation	Required/Allowed	Proposed
	<p>incremental setback of 0.2 feetft. for each foot of building elevation over 24 feetft.</p> <p><u>Architectural Projections and Encroachments: None specified</u></p>	<ul style="list-style-type: none"> • Lots 1, 2, 3, and 4 of 3: 10 feet-ft. setback with no additional incremental setback along northern rear yard. • Lot 4: 10 ft. setback facing river with incremental setback as illustrated in Master Plan Figure 5-2 <i>River Influence Area Building Height Setback</i>. See also deviation for SDMC §1514.0302(d)(2) <i>River Influence Area Building Height</i> in this table. <p><u>Architectural Projections and Encroachments</u> May project or encroach into street yard, side yard, or rear yard setback a maximum of 4 ft. including:</p> <ul style="list-style-type: none"> • Projecting balconies above the first story. • Projecting entries, either at grade or elevated with accompanying stairs and cover. • Roof projections such as eave, cornice, and eyebrow; bay windows, and turrets. • Openly supported architectural projections including trellises. There shall be a minimum 6-ft., 8-inch clearance between proposed grade and the lowest horizontal portion of the projection, not including the supports. • Entry roofs, porches, entry arbors, and patio structures. • Unroofed structures not in excess of 3 ft. above proposed grade, with a safety railing not exceeding 42 inches in height. • Trellises with plant material or screening panels on parking structures.
SDMC §1514.0304(f)(2) Exterior Usable Open Area	156 sq. ft. minimum of usable open area per dwelling unit	<u>Deviation to</u> allow 100 sq. ft. minimum of usable open area per dwelling unit, including exterior and interior usable common active or passive recreation space.
SDMC §1514.0304(g) Structural Development Coverage	50 percent maximum structural development coverage	<u>Deviation to</u> allow 55 percent maximum structural development coverage (calculated over the gross acreage of the residential zone).
Master Plan Hotel District Requirements		
SDMC §1514.0305(d) Maximum Structural Coverage	50 percent maximum structural development coverage	<u>Deviation to</u> allow 60 percent maximum structural development coverage excluding any fence, wall, retaining wall, pier, post, sign, parking space, terrace, deck, paved area, <u>pool cabana</u> , spa, or swimming pool.
SDMC §1514.0305(e)(1) Street Yards Yard and Setback Requirements	<ul style="list-style-type: none"> • <u>Minimum yard area:</u> Sq. ft. =is equal to linear ft. of frontage multiplied by the 20-footft. MV-CV Zone street yard factor x length of. 	<p>Allow minimum <u>Deviation to allow for the following:</u></p> <ul style="list-style-type: none"> • <u>Minimum street yard</u> sq. ft. to be of

Development Regulation	Required/Allowed	Proposed
	<ul style="list-style-type: none"> • <u>Building setbacks: 15 ft. street frontage setback, 10 ft. side setback, and 15 ft. rear setback at residential. All setbacks have additional incremental set back of 0.2 ft. for every foot of building elevation over 24 ft.</u> 	<p>15-footft. street yard factor *multiplied by length of street frontage for new construction.</p> <ul style="list-style-type: none"> • <u>Minimum side yard sq. ft. of 10-ft. yard factor multiplied by length of street frontage.</u> • <u>Side yard and rear yard building setback of 10 ft. with no additional incremental setback.</u>

~~DU/AC=Dwelling Units per Acre~~

sq. ft. = square feet

While deviations from the LDC would occur, additional features have been included in the project to protect the River. The Master Plan includes the restoration and enhancement of ~~8.11~~ ~~7.5~~ acres of natural habitat in the River Park District (6.98 acres is located within the MHPA). These ~~4.74~~ ~~5.35~~ acres includes riparian restoration and enhancement, the addition of coastal sage scrub, and oak woodland restoration beyond the requirements of SDP No. 400602. SDP No. 400602 would be implemented, which includes 2.53 acres of riparian restoration and enhancement and the addition of a 0.23-acre coastal sage scrub buffer strip (2.76 acres total). These restoration and enhancement efforts would also include the continual removal of solid waste and litter. The project qualifies for deviations to the ESL lands and would result in the maximum amount of habitat restoration and enhancement of wetlands on-site and limit impacts to wetlands of low biological quality wetland. Additionally, ~~3.84~~ ~~3.31~~ acres of new park would be created along riparian open space by removing 416 existing surface parking spaces. The removal of the surface parking spaces would create a space more aesthetically consistent with the San Diego River and River Park. Adjacent to this park would be bioswales for filtration of urban storm water runoff. The project meets the intent of the SDRPMP by restoration and enhancement, implementing the San Diego River Pathway, incorporating the River into the design concept, and providing pedestrian connectivity to the River and would not result in greater or significant impacts to hydrology, flooding, biological resources, visual or neighborhood character, noise, air quality or GHG emissions, transportation, or land use.

Specific deviations from LDC regulations, consistent with the intent of the MVCP base zone or other overall City goals, are permissible. As stated in the City LDC Section 143.0410(a)(2), “deviations from the applicable base zone development regulations may be requested in order to provide flexibility in achieving a zone-equivalent project design that will be consistent with the intent of the base zone.” Deviations were included as part of the analysis for the project, and no additional impacts would occur as a result of the project’s deviations.

4.1.4.3 Significance of Impacts

While there would be deviations from applicable zoning and development regulations as an effect of this project, these deviations are permissible under the City of San Diego LDC. Deviations from the LDC are needed to achieve a mixed-use TOD consistent with the goals, policies, and objectives of the General Plan. Deviations are also required to implement the improvements envisioned by both the MVPDO and SDRPMP; including the San Diego River Pathway, the open space and passive park adjacent to the River, and engagement and enhancement of the River. As stated above, restoration and habitat enhancement is included in the project to protect biological resources within the project site.

In addition, these deviations would ensure project compatibility with the neighborhood character of surrounding development, including the approved buildings on the Union-Tribune site to the east. The deviations would allow permitted structures within the floodway; however, compliance with Uniform Building Code (UBC) regulations and raising the elevations 2 feet above the base flood elevation would reduce potential impacts to below a level of significance. The deviations from the SDMC would be offset by the previously mentioned project design features and compliance with local and state regulations, and would enhance and protect the River. Neither the deviations from applicable zoning or development regulations, nor the SDRPMP would cause an impact to the environment. Therefore, no significant impacts would occur.

4.1.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.1.5 Impact Analysis

Issue 3 Would the project result in the exposure of sensitive receptors to current or future noise levels which would exceed standards established in the Noise Element of the General Plan or an adopted Airport Land Use Compatibility Plan (ALUCP)?

4.1.5.1 Impact Thresholds

Per the City's Significance Determination Thresholds, noise impacts may be significant if the project would result in the following:

- *Exposure of sensitive receptors to current or future transportation noise levels that exceed standards established in the Noise Element of the General Plan (45 dBA CNEL for multi-family residential interior from exterior noise of up to 70 dBA CNEL in areas affected primarily by motor vehicle traffic noise); or*

- *Exposure of sensitive receptors to current or future transportation noise levels that exceed standards established in an adopted ALUCP.*

Noise significance thresholds for noise/land use compatibility are provided in the City's General Plan Noise Element (City of San Diego 2015a), as shown in Table 4.1-1, which indicates the City's exterior "compatible" noise level standard for residential uses (single-family and multi-family dwelling units) of 60 dBA CNEL. The City assumes that standard construction design techniques would provide a 15-dB reduction of exterior noise levels to interior noise levels of 45 dBA CNEL or less when exterior sources are 60 dBA CNEL or less. When exterior noise levels are greater than 60 dBA CNEL, consideration of specific construction techniques is required. Areas with exterior noise levels of up to 70 dBA CNEL are "conditionally compatible" provided that the building structure attenuates interior noise levels to 45 dBA CNEL. Parks, active and passive recreation are "compatible" with exterior noise levels of 70 dBA CNEL or less, "conditionally compatible" at 75 dBA CNEL or less, and incompatible at greater than 75 dBA CNEL (City of San Diego 2015a).

As shown in Table 4.1-1, the noise level at exterior usable open space for single- and multi-family residences should not exceed 65 dBA CNEL and for commercial or retail space should not exceed 75 dBA CNEL. Table 4.1-1 further specifies that outdoor usable areas would generally indicate a significant noise impact if located closer than 50 feet from the centerline of the closest traffic lane of a street with existing or future daily traffic volumes greater than 20,000 ADT.

4.1.5.2 Impact Analysis

No noise-sensitive receptors (i.e., residences) are located on or in proximity to the project site; however, the project would develop multi-family residential units on the site on Residential Parcels 1 and 2 in proximity to existing noise sources (i.e., traffic on I-8); and Residential Parcels 3 and 4 on-site farther away from I-8. While the project traffic noise level increases are anticipated to be less than significant, the project would develop new residential uses in areas where existing ambient noise levels would exceed the City's noise level compatibility standards.

As shown in Table 4.7-3, Ambient Noise Measurement Data, measured noise levels for the southern side of Residential Parcels 1 and 2 (facing I-8) were 71.7 dBA CNEL and 68.1 dBA CNEL, respectively, for which 71.7 dBA CNEL exceeds the City's conditionally compatible limit of 70 dBA CNEL (City of San Diego 2015a). Future worst-case noise levels at project buildout (2020), due to predicted annual increase in vehicle traffic on I-8, would be approximately 73 dBA and 69 dBA CNEL for Residential Parcels 1 and 2, respectively, for

which 73 dBA CNEL would exceed the exterior noise level limits of 70 dBA CNEL for multi-family residences (City of San Diego 2015a).

As shown in Table 4.7-4, Land Use--Noise Compatibility Guidelines, the City's exterior noise level for multi-family residences should not exceed 70 dBA CNEL (City of San Diego 2015a). However, the Motor Vehicle Traffic Noise section of the Noise Element of the City's General Plan, provides that, although not generally considered compatible, the City conditionally allows future multiple unit and mixed-use residential uses in areas above 70 dBA CNEL, where affected primarily by motor vehicle traffic noise, which must include building design noise attenuation measures of up to 30 dBA to ensure an interior noise level of 45 dBA CNEL, and must be located in an area where a community plan allows multiple unit and mixed-use residential uses (City of San Diego 2015a).

Typical residential construction in California provides a noise reduction of approximately 10 to 15 dBA of exterior noise sources with windows partially open, and approximately 20 to 25 dBA of noise reduction with windows kept closed. Thus, as a rule of thumb, where exterior noise levels are below 65 dBA CNEL, interior noise levels for new construction would typically meet the interior 45-dBA CNEL standard established in CCR Title 24.

Additionally, where exterior noise levels are 65 to 70 dBA CNEL, interior noise can be mitigated with standard wall and window construction, and the inclusion of mechanical forced-air ventilation to allow occupants the option of maintaining windows closed to control noise. Where exterior noise levels exceed 70 dBA CNEL, residential units would not normally be able to meet the 45-dBA CNEL interior standard through typical construction methods. Thus, noise-sensitive uses located where exterior noise levels exceed 70 dBA CNEL may require additional noise-reduction measures during construction, such as windows and doors with high Sound Transmission Class (STC) ratings to meet the 45-dBA CNEL criteria. Therefore, the areas exceeding 65 dBA CNEL would require the building and window soundproofing project design features during construction to achieve the interior noise level standards of 45 dBA CNEL.

Traffic noise levels from I-8 would further attenuate with distance from I-8. Traffic noise levels would attenuate as line source at a rate of 3 dBA per doubling of distance (i.e., 73 dBA CNEL measured at 180 feet from the centerline of I-8 would attenuate to approximately 70 dBA CNEL at 360 feet; 67 dBA CNEL at 720 feet; 64 dBA CNEL at 1,440 feet). Therefore, at the north side of Residential Parcel 1, at approximately 380 feet from the centerline of I-8, exterior noise levels would be approximately 70 dBA CNEL due to distance attenuation alone. With proposed building and window soundproofing design measures, exterior noise levels at the north side of Residential Parcel 1 would not exceed 65 dBA CNEL, and the interior noise levels for new

construction would typically meet the 45-dBA interior CNEL standard. This would be less than a significant impact.

At the north side of Residential Parcel 2 and the south side of Residential Parcel 3, at approximately 520 feet from the centerline of I-8, exterior noise levels would be approximately 69 dBA CNEL due to distance attenuation alone. With the proposed building and window soundproofing design measures, exterior noise levels would not exceed the 65 dBA CNEL exterior standard and would meet the 45 dBA CNEL interior standards. This would be less than a significant impact.

At the north side of Residential Parcel 3, at approximately 630 feet from the centerline of I-8, exterior noise levels would be approximately 68 dBA CNEL due to distance attenuation alone. With the proposed building and window soundproofing design measures, exterior noise levels would not exceed the 65 dBA CNEL exterior standard and would meet the 45 dBA CNEL interior standards. This would be less than a significant impact.

At the south and north side of Residential Parcel 4, at approximately 1,000 and 1,200 feet, respectively, from the centerline of I-8, exterior noise levels would be approximately 66 and 65 dBA CNEL, respectively, due to distance attenuation alone. With the proposed building and window soundproofing design measures, exterior noise levels would not exceed the 65 dBA CNEL exterior standard and would meet the 45 dBA CNEL standard. This would be less than a significant impact.

The existing hotel rooms to remain and be internally renovated, located near Residential Parcels 3 and 4, would also be subject to the existing I-8 traffic noise levels exceeding the 65-dBA CNEL exterior noise level standard. The City's Significance Determination Thresholds provide for an exterior usable space for hotels and motels of 65 dBA; however, if the project is currently at or exceeds the significance thresholds for traffic noise of 65 dBA and the project would result in less than a 3-dB increase, then the impact is not considered significant. The project would not facilitate a substantial increase in traffic volumes on area roadways, which would not perceptibly increase existing or future traffic noise levels. Based on the noise standard that doubling traffic volumes (i.e., a 100 percent increase) results in a barely perceptible increase of 3 dBA, a 7 percent increase would increase existing CNEL noise levels by less than 1 dBA. Therefore, the impact would be less than significant.

The proposed park area adjacent to the north and south alignment of the San Diego River would establish a park with passive recreation area and open space area on-site, as defined by the City (City of San Diego 2015a). As shown in Table 4.7-1, Common Indoor and Outdoor Noise Levels, parks, active and passive recreation uses are compatible with noise levels up to 70 dBA

CNEL and conditionally compatible with noise levels greater than 70 to 75 dBA CNEL. As shown in Table 4.7-2, Ambient Noise Measurement Data, existing average noise level measurements on-site along the River ranged from 58 to 70 dBA CNEL, with highest CNEL values at the short-term locations nearest Fashion Valley Road. Per the City's Significance Determination Thresholds, and the General Plan Noise Element Noise Compatibility Guidelines (Table 4.7-4), noise impacts may be significant if the project would expose people to current or future transportation noise levels that exceed standards established in the Noise Element of the General Plan. Therefore, based on the ambient noise measurements, the proposed park would be compatible. Therefore, the impact would be less than significant.

As discussed previously, the closest airports to the project site include SDIA (approximately 3 miles to the southwest) and Montgomery-Gibbs Executive Airport (approximately 4 miles to the north). The project site is located outside of the SDIA's AIA Review Area 1 relating to Noise and Safety, but within the AIA Review Area 2 relating to Airspace Protection and Overflight (San Diego County Regional Airport Authority 2014). The project site is located within the FAA Height Notification area boundary for SDIA (San Diego County Regional Airport Authority 2014). The project site is within the AIA Review Area 2, for the Montgomery-Gibbs Executive Airport, which relates to airspace protection and overflight compatibility notification. The project site is within the FAA Part 77 Height Notification area boundary but is below the Part 77 notification surface. The applicant has notified the FAA of the project and has received four Determination of No Hazards to Air Navigation letters in return for each high-rise building on the project site (Appendix B).

As the project is located outside of the AIA Review Area 1 for both airports, the project would not result in the exposure of people to current or future air transportation noise levels that exceed standards established in an adopted ALUCP. Therefore, the impact would be less than significant.

Project Design Features

As a condition of approval, the following design features, based on the City's attenuation measures (City of San Diego 2015a), are required, as appropriate, to reduce exterior noise levels by up to 30 dBA at proposed residential units on the project site to achieve interior noise levels of 45 dBA CNEL or less:

To achieve a noise level reduction of 15 to 20 dBA, attenuation measures 1, 2, and 3 are required:

1. Air conditioning or mechanical ventilation.

2. Double-paned glass.
3. Solid core doors with weather stripping and seals.

Where exterior noise levels exceed 65 dBA CNEL, to achieve a noise level reduction of 20 to 25 dBA, attenuation measures 1, 2, and 3, plus attenuation measures 4, 5, and 6, are required:

4. Stucco or brick veneer exterior walls or wood siding w/one-half inch thick fiberboard underlayer.
5. Glass portions of windows/doors not to exceed 20 percent.
6. Exterior vents facing noise source shall be baffled.

Where exterior noise levels exceed 70 dBA CNEL, to achieve a noise level reduction of 25 to 30 dBA, attenuation measures 1, 2, 3, 4, 5, and 6, plus attenuation measures ~~4, 5, 7~~ and ~~6, 8~~ are required:

7. Interior sheetrock of exterior wall attached to studs by resilient channels or double walls.
8. Window assemblies, doors, wall construction materials, and insulation shall have a lab-tested STC rating of 30 or greater.

With the implementation of these project design features, as appropriate, the impact would be less than significant.

4.1.5.3 Significance of Impacts

With the proposed building and window soundproofing project design features, the operation of the proposed residences on-site would not exceed the 65 dBA CNEL exterior and 45 dBA CNEL interior noise level standards. This would be less than a significant impact.

Portions of the park area (located away from adjacent roadways) would be compatible with the City's Noise Compatibility Guidelines based on the planning and design process for the park and consistent with the City's Consultant's Guide to Park Design & Development (City of San Diego 2011b). Therefore, the impact would be less than significant.

As the project is located outside of the AIA for noise, the project would not result in the exposure of people to current or future transportation noise levels that exceed standards established in an adopted ALUCP. Therefore, the impact would be less than significant.

4.1.5.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.1.6 Impact Analysis

Issue 4 Would the project conflict with the provisions of the City’s MSCP Subarea Plan or other approved local, regional, or state habitat conservation plan?

4.1.6.1 Impact Analysis

The project is located within the City’s MSCP Subarea, and a portion of the MHPA bisects the northern portion of the BSA. Therefore, the project must comply with MSCP Subarea Plan directives, including MHPA Land Use Adjacency Guidelines. A summary of the project’s compliance with the City’s MSCP Subarea Plan is provided below.

Land Use Adjacency Guidelines

Approximately 6.98 acres of the project are located within the MHPA. Therefore, pursuant to the City’s MSCP Subarea Plan, the project must comply with Land Use Adjacency Guidelines outlined in Section 1.4.3 of the Subarea Plan. The project’s conformance the Land Use Adjacency Guidelines is detailed in the following subsections with MHPA regulations identified in italics below within each guideline.

Drainage

All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.

Changes in hydrology, runoff, and sedimentation can indirectly impact species dependent on surface water. Increased runoff into habitat can also result in increased erosion and rates of scouring, which could result in downstream habitat loss for some species. Runoff, sedimentation, and erosion can adversely impact plant populations by damaging individuals or by altering site

conditions sufficiently to favor other species (native and exotic nonnatives) that would competitively displace the special-status species.

Grading activities associated with construction have the potential to create sedimentation and erosion within the riparian corridor. Sedimentation and erosion could potentially change the structure of the existing river channel and degrade the quality of adjacent riparian vegetation communities. In addition, storm water contaminant runoff during construction could potentially carry a variety of pollutants into the riparian vegetation within the San Diego River.

Hydromodification management standards are integrated into the project's design to ensure that increased runoff is not generated. Thus, channel erosion impacts are not expected within the river corridor. Also, runoff associated with parking lots and developed areas of the ~~project would~~ Pproject will not drain directly into the MHPA. A variety of LID features are planned outside the MHPA, including site design BMPs such as capturing runoff within parking and development areas and water treatment BMPs including a water quality basin and flow-through planters. (see Figure 3-3 and Appendix G).

A Storm Water Pollution Prevention Plan (SWPPP) will be prepared for the project to address erosion and sediment during the construction phase. Maintenance actions proposed for the drainage treatment systems include those listed in Table 7-2 of the City of San Diego's Storm Water Standards Part 1: BMP Design Manual (City of San Diego 2016). The timing of these actions varies depending on the maintenance indicator. For example, accumulation of sediment, litter, debris, or other obstructions would be removed monthly and/or as needed after storm events. The remaining Maintenance Indicators in Table 7-2 (City of San Diego 2016) would be treated on a quarterly basis. In addition, the conversion of approximately 3.~~22~~31 acres of impervious area (i.e., parking lot) adjacent to the MHPA to pervious area (i.e., combination of habitat and park space) ~~would~~will provide added filtration of runoff prior to entering the San Diego River. Overall, drainage on-site is expected to be improved by the ~~P~~Pproject.

Toxics

Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that are potentially toxic or impactful to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures should include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly owned property as leases come up for renewal.

The project incorporates water treatment BMPs outside the MHPA to capture and filter runoff and increases the amount of pervious area outside the MHPA by converting parking lot to habitat and park space. Therefore, potentially hazardous toxins from runoff ~~would~~will be filtered prior to entering the MHPA. Maintenance actions proposed for the drainage treatment systems include those listed in Table 7-2 of the City of San Diego's Storm Water Standards Part 1: BMP Design Manual (City of San Diego 2016). The timing of these actions varies depending on the Maintenance Indicator. For example, accumulation of sediment, litter, debris or other obstructions would be removed monthly and/or as needed after storm events. The remaining Maintenance Indicators in Table 7-2 (City of San Diego 2016) would be treated on a quarterly basis. Overall, the ~~p~~Project improves filtration of toxins compared to existing conditions.

Lighting

Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.

~~AH~~Artificial nighttime lighting can impact the habitat value for some wildlife species, particularly for nocturnal species, through potential modification of predation rates, obscuring of lunar cycles, and/or causing direct habitat avoidance. Nighttime lighting can also disturb diurnal wildlife species roosting in adjacent habitat. Wildlife species occurring within the BSA are currently subjected to lighting impacts from surrounding development (e.g., parking lots, roadways, buildings).

Several measures have been incorporated into the project to avoid indirect impacts from lighting:

- Existing unshielded lighting within 100 feet of the MHPA would be replaced with lighting that is shielded and directed away from the MHPA.
- The conversion of the river-adjacent 3.2231 acres of existing parking lot ~~adjacent to the MHPA to habitat and to~~ park space would ~~also~~ reduce the ~~amount of~~number of car headlights generating light ~~entering adjacent to~~ sensitive habitats ~~within the MHPA~~ compared to existing conditions.
- In addition, given that parking is mostly oriented north-south within the parking lot nearest the MHPA (see Figure 3-3), landscaping within the parking lot and park space would be strategically planned to help shield light from vehicles. Reorienting the parking would drastically reduce the number of parking spaces and is infeasible. The landscape

plan includes a 5-foot wide planting buffer comprised of dense coastal sage scrub between the parking lot and the public park space. Additionally, native trees would be planted along the perimeter of the parking lot and throughout the public park to further shield the light from vehicles.

Noise

Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.

Elevated ambient noise levels have potential to disturb wildlife species and cause habitat avoidance. The ~~project would result in~~ impact of noise on wildlife differs from species to species, and is dependent on the source of the noise (e.g., vehicle traffic versus blasting) and the decibel level, duration, and timing.

Noise data indicate that traffic on Interstate 8 and surrounding roadways (e.g., Fashion Valley Road) is the most significant existing source of noise near the BSA; secondary sources include the Fashion Valley transit center and aircraft flyovers (AECOM 2015). Noise levels within existing habitat west of the existing pedestrian bridge (closer to Fashion Valley Road) are currently near or above 60 dBA (range from 55.7 to 67.6 dBA), a noise threshold typically used for nesting birds. Noise levels within existing habitat east of the pedestrian bridge drop below 60 dBA but remain relatively high at about 55 dBA.

Creation of park space adjacent to the MHPA. ~~Per the SDRPMP, this park space would be designed for passive recreation (e.g., trail use, wildlife viewing, small scale picnicking). Noise resulting from on-site human activity (e.g., trail and park use) is not expected to~~ result in an increase of human-induced noise above ambient noise levels within sensitive habitats. ~~Thus, permanent berms or walls are~~ This has been determined in the noise technical analysis conducted by AECOM in 2016. In that analysis, 100 people dispersed in the park, speaking at conversation volumes for 30 minutes each hour resulted in a predicted noise level of approximately 46.5 dBA. Therefore the study concluded “at its predicted level, noise emitted from park operations would not ~~required~~ exceed the MHPA threshold for mitigation 60 dBA.”

During construction, ~~however,~~ noise levels may temporarily exceed background levels, potentially ~~interfering with avian nesting. Nesting surveys would be conducted prior to~~ resulting

in nest abandonment or avoidance of the BSA during migration or dispersal movements. Due to the assumed presence of the least Bell's vireo, no clearing, grubbing, grading, or other construction activities adjacent to the River corridor scheduled during the avian breeding season would occur between March 15 and September 15. If construction activities must occur during this time, pre-construction surveys would be required to determine presence or absence of the vireo. If nesting ~~birds~~vireo are found, measures would be implemented to avoid noise impacts to breeding pairs. ~~Measure~~Measures to avoid noise impacts ~~may~~could include noise ~~attention~~attenuation barriers ~~as identified in Mitigation Measure LU-1.~~

Barriers

New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.

The San Diego River Pathway and on-site park space are expected to provide the public with sufficient opportunities to experience the benefits of the MHPA without trespassing into sensitive habitats within the MHPA. Split-rail fencing and signage would be installed around the MHPA to further discourage trespass into sensitive habitats.

Invasives

No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

Exotic plant species have few natural predators or other ecological controls on their population sizes, and they often thrive in disturbed habitats. These species may aggressively outcompete native species. Construction activities have the potential to introduce exotic plants to adjacent habitat by carrying seeds from outside sources on vehicles, people, and equipment. In addition, trail and park users may introduce exotic plant species into the BSA.

The landscape plan for the ~~project would~~ project will avoid the use of invasive nonnative species in areas adjacent to the MHPA. These areas include the parking lot located between the river corridor and the Royal ~~Palm~~Palms tower and park space (including the ~~San Diego~~ River Pathway) adjacent to the MHPA. Nonnative plant species potentially introduced via human use of trails and park space ~~would~~could be treated before proliferation into sensitive areas through ongoing maintenance of the park space. As part of the Covenant of Easement referenced in Section 7.1, the Town & Country property owner(s) ~~would~~will be responsible for preparing, implementing, and maintaining a Habitat Management Plan beyond the 5-year monitoring requirement of SDP #400602 through ongoing coordination with the City ~~as identified in BIO-~~

13. The HMP shall identify the responsible entity and funding source for HMP implementation in perpetuity. The HMP shall be submitted to and approved by City and wildlife agencies prior to the issuance of any construction permit.

Brush Management

All BMZ 1 areas must be included within the developmental footprint and outside of the MHPA. BMZ 2 is allowed within the MHPA (considered impact neutral), but cannot be used as mitigation.

New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 would be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 would be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones would not be greater in size than is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area would be the responsibility of a homeowners association or other private party.

The San Diego River corridor bisecting the northern portion of the BSA is located within a Very High Fire Hazard Severity Zone, as delineated by the City. The City's Brush Management Guidelines require that any property containing habitable structures and native or naturalized vegetation provide 100 feet of brush management in two distinct zones (i.e., Zone 1 and Zone 2) to reduce fire hazards. All habitable structures associated with the project are located more than 100 feet from the edge of the MHPA. Therefore, any brush management associated with the project surrounding habitable structures would not encroach into the MHPA.

Grading/Land Development

Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.

~~A minor amount of grading (approximately 0.03 acre; refer to Table 4) within the MHPA would be necessary to create a drainage channel between a new outfall structure (located in the~~

~~stormwater management area outside the MHPA) and the existing river channel. Grading within the MHPA is considered a significant impact. This impact would be mitigated to a level below significance through on site restoration and enhancement in accordance with the project's Revegetation Plan (Appendix E). The graded area would be restored to higher quality habitat as compared to existing conditions. Specifically, the nonnative species that are prevalent in impact areas would be removed and replaced with native species to improve habitat quality post-restoration.~~
No grading will occur within or directly adjacent to the MHPA.

Specific Guidelines

Section 1.2.3 of the City's MSCP Subarea Plan includes a specific guideline note west of the site:

B15. Native vegetation shall be restored as a condition of future development proposals along this portion of the San Diego River corridor.

As described in Section 1.2.3, the project would restore and enhance all existing habitat on-site. Therefore, the project meets the intent of this specific guideline in the City's MSCP Subarea Plan.

General Planning Policies and Design Guidelines

The project conforms to applicable general planning policies and design guidelines for development in Section 1.4.2 of the City's MSCP Subarea Plan. General planning policies and design guidelines applicable to the project include those relevant to utilities; fencing, lighting, and signage; and materials storage. All proposed utility lines would be constructed outside the MHPA boundaries. Split-rail fencing and signage would be installed around the MHPA to discourage trespass, littering, dumping, and feeding of wildlife, and to educate park users about natural resources associated with the San Diego River. All lighting adjacent to the MHPA would be shielded and directed away from the MHPA. In addition, given that parking is mostly oriented north-south within the parking lot nearest the MHPA (see Figure 23-3), native landscaping within the parking lot would be strategically planned to help shield light from vehicles. All materials storage for construction, on-site business, or residential uses would be outside of the MHPA and in accordance with relevant materials safety regulations.

General Management Directives

General management directives are outlined in Section 1.5.2 of the City's MSCP Subarea Plan. These directives apply to all areas of the City's MSCP Subarea Plan. Many general management

directives outlined in the City's MSCP Subarea Plan apply to management of lands preserved under the program, which is the responsibility of the City of San Diego. However, the project is designed in a manner that supports future management of the portion of the MHPA that bisects the project site.

~~The project would require mitigation to reduce significant impacts to sensitive vegetation communities to a level below significance. Consistent with the general management directives, mitigation is proposed in accordance with the ESL Regulation and Biology Guidelines (see BIO-1). Mitigation would include restoration and enhancement within the MHPA in accordance with the Town & Country Project Revegetation Plan.~~ The project would not require mitigation as it does not impact sensitive vegetation.

In accordance with the SDRPMP, the project includes development of new trails and park space adjacent to the San Diego River. New trails and park space would not be constructed within the MHPA; however, an existing trail segment and picnic area would be located within the MHPA in the same area where they currently exist. The existing picnic area is located on the northern edge of the MHPA (adjacent to Riverwalk Drive) and would be reduced in size compared to the existing conditions. The disturbance area associated with the existing trail segment within the MHPA would also be reduced. Split-rail fencing and signage would be installed around the MHPA to discourage trespass into sensitive habitats. Current conditions in the BSA do not include barriers to the MHPA; therefore, with installation of the new barrier (i.e., split-rail fencing) the edge effects from human presence would be less intense after project completion. Homeless camps within the MHPA would be removed in coordination with local law enforcement during habitat restoration and enhancement efforts. In addition, areas within the MHPA on the north side of the San Diego River that are currently subject to illegal parking would be restored to native habitat.

The park space that would be created adjacent to the MHPA is designed for passive recreation (e.g., trail use, wildlife viewing, small-scale picnicking) per the SDRPMP. Trash receptacles and signage would be installed to minimize littering, feeding of wildlife, and increasing populations of nuisance wildlife. Trash receptacles would have covers to prevent rummaging by wildlife and would be located close to picnic areas and other seating areas.

The project would remove nonnative species (including eucalyptus trees) from the MHPA during habitat restoration and enhancement efforts. The landscape plan for the project would avoid the use of nonnative species in areas adjacent to the MHPA, and new eucalyptus trees would not be planted within the project site. These areas include the parking lot located between the River corridor and the Royal Palm Tower and park space (including the San Diego River Pathway) adjacent to the MHPA. Nonnative plant species typically have few natural predators or other

ecological controls on their population sizes and can aggressively outcompete native species for space, light, and other resources. High rates of nonnative recruitment and propagation can quickly convert a native system to a condition that is inadequate to sustain both common and special-status plant and wildlife species. Removal of nonnative species through habitat enhancement would thereby improve the condition of the wetland communities. Nonnative plant species potentially introduced via human use of trails and park space could be treated before proliferation into sensitive areas through ongoing maintenance of the park space. The Applicant would be responsible for preparing, implementing and maintaining a HMP beyond the 5-year monitoring requirement of SDP No. 400602 through ongoing coordination with the City. The HMP shall identify the responsible entity and funding source for HMP implementation in perpetuity. The HMP shall be submitted to and approved by City and wildlife agencies prior to the issuance of any construction permit.

Brown-headed cowbirds have been observed on-site. Presence of this species is likely the result of existing development, including a nearby golf course. The project would not introduce any new uses that would result in significant increases to the existing brown-headed cowbird population (e.g., horse stables, golf courses). Therefore, cowbird monitoring and control are not required by the project.

There is no existing flood control channel located within the project site, and none would be constructed as part of the project.

4.1.6.2 Significance of Impact

The project would not conflict with the provisions of the City's MSCP or other approved local, regional, or state habitat conservation plan. Therefore, no significant impact would occur.

~~Due to the improvements to the pedestrian bridge, impacts to MHPA would occur but would be reduced with implementation of the Land Use Adjacency Guidelines. Edge effects on the MHPA associated with drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land development are a part of the existing conditions within the BSA. Nonetheless, these ongoing indirect impacts on the MHPA are considered significant given that these impacts could be exacerbated with implementation of the project. Mitigation measures LU-1, and BIO-1 through BIO-13 shall be implemented.~~

4.1.6.3 Mitigation, Monitoring, and Reporting

No mitigation is required.

~~LU-1 Prior to issuance of any construction permit or notice to proceed, DSD/LDR, and/or MSCP staff shall verify the Applicant has accurately represented the project's design in or on the Construction Documents (CD's/CD's consist of Construction Plan Sets for Private Projects and Contract Specifications for Public Projects) are in conformance with the associated discretionary permit conditions and Exhibit "A", and also the City's Multi-Species Conservation Program (MSCP) Multi-Habitat Planning Area (MHPA) Land Use Adjacency Guidelines. The applicant shall provide an implementing plan and include references on/in CD's of the following:~~

- ~~A. **Grading/Land Development/MHPA Boundaries** MHPA boundaries on-site and adjacent properties shall be delineated on the CDs. DSD Planning and/or MSCP staff shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.~~
- ~~B. **Drainage** All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.~~
- ~~C. **Toxics/Project Staging Areas/Equipment Storage** Projects that use chemicals or generate by products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall incorporated into leases on publicly owned property when applications for renewal occur. Provide a note in/on the CD's that states: *"All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."*~~

- ~~D. **Lighting** — Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.~~
- ~~E. **Barriers** — New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain-link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.~~
- ~~F. **Invasives** — No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.~~
- ~~G. **Brush Management** — New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management would be the responsibility of an HOA or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones would not be greater in size than currently required by the City's regulations, the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1-August 15 except where the City ADD/MMC has documented the thinning would be consistent with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.~~
- ~~H. **Noise** — Due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for the following: Least Bell's vireo (March 15 through September 15) and Southwestern Willow Flycatcher (May 1 through August 30). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat during the breeding season for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring. When applicable (i.e., habitat is occupied or if presence of the covered species is assumed), adequate noise reduction measures shall be incorporated as follows:~~

Least Bell's Vireo (State Endangered/Federally Endangered)

1. ~~Prior to the issuance of any grading permit, the City Manager (or appointed designee) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans:~~

~~No clearing, grubbing, grading, or other construction activities shall occur between March 15 and September 15, the breeding season of the Least Bell's Vireo, until the following requirements have been met to the satisfaction of the City Manager:~~

- a. ~~A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the Least Bell's Vireo. surveys for the this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of construction. If the Least Bell's Vireo is present, then the following conditions must be met:~~

- i. ~~Between March 15 and September 15, no clearing, grubbing, or grading of Occupied Least Bell's Vireo habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; AND~~
- ii. ~~Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied Least Bell's Vireo or habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB (A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of any of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; OR~~

- iii. ~~At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities would not exceed 60 db(a) hourly average at the edge of habitat occupied by the Least Bell's Vireo concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring⁺ shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB (A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).~~
 - b. ~~If Least Bell's Vireo are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the City Manager and applicable Resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 15 and September 15 as follows:~~
 - i. ~~If this evidence indicates the potential is high for Least Bell's Vireo to be present based on historical records or site conditions, then condition a. iii shall be adhered to as specified above.~~
 - ii. ~~If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.~~

~~4.1.6.4 Impacts After Mitigation~~

~~Indirect impacts on the MHPA are mitigated to a level below significance with implementation of LU 1, and BIO 1 2 through BIO 13. In addition, the project would preserve biological resources within the MHPA by establishing an easement on the MHPA segment within the project site. A Covenant of Easement to preserve MHPA lands would be granted in favor of the~~

⁺ ~~Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB (A) hourly average or to the ambient noise level if it already exceeds 60 dB (A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.~~

~~City and wildlife agencies (i.e., the USFWS and CDFW would be third party beneficiaries) to the satisfaction of the City Development Services Department. This is an existing requirement of SDP No. 400602 and would ensure MHPA lands are preserved in perpetuity. Identification of permissible passive activities and other permit conditions for the project would be incorporated into the Covenant of Easement. The Covenant of Easement would be recorded against the title of the property and would run with the land. The Covenant of Easement over MHPA lands required by SDP No. 400602 would ensure protection from future development.~~

This page intentionally left blank.

4.2 TRANSPORTATION/CIRCULATION

This section includes a description of the transportation network in the vicinity of the project site; a summary of applicable federal, state, and local regulations; and an analysis of the potential effects on transportation and parking from construction and operation of the project. The information presented in this section is based on information detailed in the Transportation Impact Analysis prepared for the project by Linscott, Law, & Greenspan, Engineers (LLG), dated June 22, 2016. A copy of the Transportation Impact Analysis is included as Appendix C to this EIR.

4.2.1 Existing Conditions

4.2.1.1 Existing Street Network

Figure 4.2-1 depicts the study area established for the project in the traffic impact analysis. The study area for this project encompasses areas of anticipated impact related to the project. The project site is located at 500 Hotel Circle N. The project is bounded to the south by Hotel Circle N. and Camino De La Reina, to the west by Fashion Valley Road, to the north by Riverwalk Drive and Fashion Valley Mall, and to the east by the San Diego Union-Tribune property. I-8 is located immediately to the south of Hotel Circle N. and Camino De La Reina. The project offers convenient regional access from I-8 and SR-163.

Primary local vehicular access is provided from Hotel Circle N./Camino De La Reina and Fashion Valley Road. Direct site access is provided along Hotel Circle N. via an unsignalized project driveway (proposed). Secondary access to the site is also proposed via unsignalized driveways on Fashion Valley Road and Camino De La Reina. The principal roadways in the study area are identified below:

Study Area Streets

- Riverwalk Drive
- Camino De La Reina
- Fashion Valley Road
- Hotel Circle N.
- Hotel Circle S.

4.2.1.2 Existing Pedestrian/Bicycle Network

For the most part, sidewalks occur on all streets surrounding the project site and within the study area. Streetside sidewalks, separated from the travel lanes by landscaped parkways, currently

occur as pedestrian elements along Hotel Circle N., Fashion Valley Road, Camino De La Reina and Riverwalk Drive.

Currently, bicycle facilities adjacent to the project site consist of a Class III Bike Route designation on Camino De La Reina continuing on Hotel Circle N. and Fashion Valley Road. In addition, the San Diego River Pathway includes a 14-foot-wide dedicated Class I bicycle and pedestrian pathway on the north side and south side of the San Diego River. Bike lanes are also provided on Hotel Circle S. and for a short distance on Hotel Circle N. just west the I-8 underpass.

4.2.1.3 Existing Transit

The project site is located within a 5 minute walking distance south of the Fashion Valley Transit Center, one of the major transit hubs in the Mission Valley community. The Fashion Valley Transit Center is located on Avenida Del Rio, east of Fashion Valley Road fronting the mall. The transit center provides both regional and local transit facilities through the San Diego Trolley Green Line and MTS bus services, respectively.

Bus Service. MTS provides bus service via the Fashion Valley Transit Center, which is immediately to the north of the project site across Riverwalk Drive adjacent to Fashion Valley Mall. The project site is connected to the MTS Fashion Valley Transit Center via the pedestrian bridge over the San Diego River. The bus routes serving the transit center include 6, 20, 25, 41, 88, 120, and 928. These bus routes connect Fashion Valley Mall to Kearny Mesa, UCSD, Old Town, Downtown, and N. Park.

In addition to the transit center, there are MTS bus stops along the frontage on Hotel Circle N. and Fashion Valley Road. MTS Route 88 services the bus stop on Hotel Circle N., connecting the MTS Fashion Valley Transit Center to the MTS Old Town transit center. MTS Route 88 and MTS Route 120 service the bus stop on Fashion Valley Road, connecting the MTS Fashion Valley Transit Center to Kearny Mesa. Generally, the MTS bus routes within the project vicinity operate with a headway of approximately 10 to 15 minutes on both weekdays and weekends.

Light Rail. Regional light rail transit service is provided at the MTS Fashion Valley Transit Center. The MTS Fashion Valley Trolley station is on the MTS Trolley Green Line, which runs between Santee and downtown San Diego. The intermediate stops include Alvarado Medical Center, SDSU, Qualcomm Stadium, Mission Valley Center, Linda Vista, Old Town, and Convention Center. Transfer stations in downtown San Diego connect the Green Line to the Blue Line (downtown San Diego to San Ysidro), and the Orange Line (downtown San Diego to El Cajon). The trolley service weekday and weekend headways are every 15 minutes.

4.2.1.4 Existing Traffic Conditions

A. Existing Traffic Volumes

Peak hour intersection turning movement volume counts and pedestrian counts were performed by LLG at the study area intersections on Wednesday, September 24, 2014, and Thursday, September 25, 2014, while schools in the area were in session. Table 4.2-1 illustrates the existing AM and PM peak hour turning movement counts and ADT volumes. The existing traffic volumes are depicted in Figure 4.2-2. Existing weekday ADT and peak hour (7:00–9:00 a.m. and 4:00–6:00 p.m.) volumes were obtained for the freeway segments located within the project study area. The primary source of the volumes was the Caltrans PeMS database. Data were collected from PeMS for weekdays in September 2014 and averaged.

B. Existing Intersection Operations

Intersection capacity analyses were conducted for the study intersections under existing conditions. Table 4.2–2 reports the intersection operations during the peak hour conditions. All the study area intersections are calculated to currently operate at Level of Service (LOS) D or better during the AM and PM peak hour periods.

C. Existing Street Segment Operations

Existing street segment analyses were conducted for roadways in the study area. Table 4.2-3 reports existing daily street segment operations. The majority of the study area street segments operate at LOS D or better under existing conditions. The following segments are calculated to currently operate at LOS E or F:

- Riverwalk Drive: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 Westbound (WB) Ramps to Fashion Valley Road (LOS F)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS E)

D. Existing Freeway Segment Operations

Freeway segments were also analyzed under existing conditions. The majority of the study area street segments operate at LOS D or better under existing conditions. As shown in Table 4.2-4, the following segments were calculated to currently operate at LOS E:

SR-163

- SR-163 south of I-8, *LOS E-PM (Northbound [NB])*

E. Cumulative Projects

Cumulative projects represent reasonably foreseeable planned development that contributes to background traffic conditions for all future scenarios. For the purposes of this section only, Years 2018 to 2022 will be referred to as near-term, and Year 2035 (Horizon Year) will be referred to as long-term. ~~Eight~~^{Two} cumulative in the near-term scenarios, and ~~two~~^{one} in the long-term were identified and included as part of this analysis, as shown in Table 4.2-5. Each project was reviewed to determine its occupancy/construction status and timing of construction.

4.2.1.5 Analysis Methodology

A description of the methodology used in preparation of the transportation analysis is provided in Section 5.0 of the Transportation Impact Analysis (LLG 2015). The analysis was prepared in accordance with the *City of San Diego Traffic Impact Study Manual* (1998), *City of San Diego Trip Generation Manual* (2003), the Transportation Research Board's *2010 Highway Capacity Manual* (HCM 2010), *Caltrans Guide for the Preparation of Traffic Impact Studies*, and the *City of San Diego Significance Determination Thresholds* (2011).

A. Study Area

The study area for the project includes 12 intersections and 17 street segments. The study area includes the following major roadways: Fashion Valley Road, Avenida Del Rio, Camino De La Reina, Riverwalk Drive, Hotel Circle N., and Hotel Circle S. In addition, the study area includes two freeway segments: I-8 – West of Hotel Circle and I-8 – Hotel Circle to SR-163.

Intersections:

- Riverwalk Drive / Fashion Valley Road
- Riverwalk Drive / Avenida Del Rio
- Camino De La Reina / Avenida Del Rio
- Fashion Valley Road / Private Drive E
- Fashion Valley Road / Private Drive B
- Hotel Circle N. / I-8 WB ramps
- Hotel Circle N. / Fashion Valley Road
- Hotel Circle N. / Private Drive A
- Hotel Circle N. / Camino De La Reina

- Camino De La Reina / Private Drive D
- Hotel Circle S. / I-8 Eastbound (EB) ramps
- Hotel Circle S. / Bachman Place

Street Segments:

- Riverwalk Drive – Fashion Valley Road to Avenida Del Rio
- Riverwalk Drive – East of Avenida Del Rio
- Camino De La Reina – Hotel Circle to Private Drive D
- Camino De La Reina – Private Drive D to Avenida Del Rio
- Camino De La Reina – Avenida Del Rio to Camino De La Siesta
- Hotel Circle N. – West of I-8 WB Ramps
- Hotel Circle N. – I-8 WB Ramps to Fashion Valley Road
- Hotel Circle N. – Fashion Valley Road to Private Drive A
- Hotel Circle N. – Private Drive A to Camino De La Reina
- Hotel Circle S. – West of I-8 EB Ramps
- Hotel Circle S. – I-8 EB Ramps to Bachman Place
- Hotel Circle S. – Bachman Place to Camino De La Reina
- Fashion Valley Road – N. of Riverwalk Drive
- Fashion Valley Road – Riverwalk Drive to Private Drive E
- Fashion Valley Road – Private Drive E to Private Drive B
- Fashion Valley Road – Private Drive B to Hotel Circle N.
- Avenida Del Rio – Riverwalk Drive to Camino De La Reina

The project would add more than 20 peak hour trips to the Hotel Circle N./ I-8 WB on-ramp and Hotel Circle S./ I-8 EB on-ramp; however, no ramp meter analysis was conducted as neither of these on-ramps is metered.

B. Analysis Approach

The Transportation Impact Analysis evaluates eight scenarios:

- Existing Conditions (based on current street improvements and operations)
- Existing with Project Conditions
- Near-Term (Opening Day 2018) without the Project Conditions
- Near-Term (Opening Day 2018) with the Project Conditions
- Year 2022 Conditions without the Project Conditions
- Year 2022 Conditions with the Project Conditions

- Year 2035 (Horizon Year) without the Project Conditions
- Year 2035 (Horizon Year) with the Project Conditions

The expression “opening day” is meant to discuss a condition occurring within the next several years to reflect the project’s impacts on opening day (2018) when appropriate currently approved projects are constructed. This reflects the best information available for determining what traffic conditions would be in the next several years. The expression “cumulative” is meant to discuss a condition occurring in Year 2022 to 2035 when additional future projects are constructed. The scenario used for transportation modeling purposes is the Horizon Year 2035. Horizon Year 2035 conditions are provided for information only and reflect the project’s consistency with the MVCP. The Transportation Impact Analysis also includes an analysis of transit, parking, and access. That analysis is also presented within this EIR section.

C. Methodology

Level of service (LOS) is the term used to denote the different operating conditions that occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments.

Intersections

- **Signalized Intersections.** These were analyzed under AM and PM peak hour conditions. Average vehicle delay was determined utilizing the methodology found in Volume 3: Interrupted Flow, Chapter 18 of the HCM 2010, with the assistance of the *Synchro* version 8 computer software. The delay values (represented in seconds) were qualified with a corresponding intersection LOS.
- **Unsignalized Intersections.** These were analyzed under AM and PM peak hour conditions. Average vehicle delay and LOS were determined based upon the procedures found in Volume 3: Interrupted Flow, Chapter 19 for two-way stop-controlled intersections and Chapter 20 for all-way stop-controlled intersections of the HCM 2010, with the assistance of the *Synchro* version 8 computer software.

Street Segments

Street segment analysis is based upon the comparison of ADT volumes to the City of San Diego's *Traffic Impact Study Manual* (City of San Diego 1998). The ADT table provides segment capacities for different street classifications, based on traffic volumes and roadway characteristics.

Freeway Segments

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies developed by Caltrans. Freeway segment LOS is based on the volume to capacity (V/C) ratio on the freeway. The analysis of freeway segment LOS is based on the procedure developed by Caltrans. The procedure involves comparing the peak hour volume of the mainline segment to the theoretical capacity of the roadway (V/C). The procedure for calculating freeway LOS involves the estimation of V/C ratio using the following equation:

$$V/C = (\text{Daily Volume} * \text{Peak Hour Percent} * \text{Directional Factor} * \text{Truck Factor}) / \text{Capacity}$$

Daily Volume = Average Daily Traffic (ADT)

Peak Hour Percent = Percentage of ADT occurring during the peak hour.

Directional Factor = Percentage of peak hour traffic occurring in peak direction.

Truck Factor = Truck/terrain factor to represent influence of heavy vehicles and grades.

Capacity = 2,000 vehicles/lane/hour/lane for mainline, and 1,200 for auxiliary lanes.

The resulting V/C is then compared to accepted ranges of V/C values corresponding to the various LOS for each facility classification, as shown in Table 4.2-6. The corresponding LOS represents an approximation of existing or anticipated future freeway operating condition in the peak direction of travel during the peak hour.

Metered Freeway On-Ramps

The method currently accepted by the City to calculate ramp delays and queues is a *fixed rate* approach. The fixed rate approach is based solely on the specific time intervals at which the ramp meter is programmed to release traffic. The project would add more than 20 peak hour trips to the Hotel Circle N/ I-8 WB on-ramp and Hotel Circle S./I-8 EB on-ramp; however, no ramp meter analysis was conducted as both these on-ramps are not metered.

4.2.2 Regulatory Framework

General Plans and Zoning

City of San Diego General Plan

The General Plan for the City of San Diego guides development for the City through its 10 elements, each with its own citywide policies. The General Plan was comprehensively updated in 2008 and provides a strategy, the City of Villages, to enhance the City's communities and neighborhoods. Under the City of Villages strategy, the General Plan directs new development away from natural undeveloped lands into existing urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. This strategy utilizes smart growth principles to preserve remaining open space by promoting mixed-use development areas and focusing development in areas that already contain the necessary infrastructure for development.

Transit Area Overlay Zones

The project site is also located within the Transit Area Overlay Zone. The Transit Area Overlay Zone (contained in SDMC Chapter 13, Article 2, Division 10) reduces off-street parking requirements in areas that receive a high level of transit service. Properties within the Transit Area Overlay Zone are subject to supplemental parking regulations contained in Chapter 14, Article 2, Division 5 of the SDMC.

Regional

San Diego Association of Governments: 2050 Regional Transportation Plan

Series 12: 2050 Regional Growth Forecast was used to determine the existing and future traffic conditions for the project. These data were used to comply with adopted 2050 RTP.

San Diego Transit-Oriented Development Design Guidelines

The Master Plan Area is adjacent to the existing MTS Fashion Valley Transit Center (a bus hub and Green Line San Diego Trolley station). The entire project site is within a 2,000-foot walking distance of the transit center. This meets the definition of a TOD per the TOD Design Guidelines. In addition, the project site is an "Urban TOD" on a "Redevelopable Site" and subject to Design Guidelines Sections 1, 2, and 4 through 11 in particular (City of San Diego –).

Congestion Management Program

The Federal Highway Administration's (FHWA) Congestion Management Process in Transportation Management Areas (23 Code of Federal Regulations [CFR] Part 450.320) requires that each transportation management area (TMA) address congestion management through a process involving an analysis of multi-modal metropolitan-wide strategies that are cooperatively developed to foster safety and integrated management of new and existing transportation facilities eligible for federal funding. SANDAG has been designated as the TMA for the San Diego region. The 2050 RTP meets FHWA requirements by incorporating the following federal congestion management process: performance monitoring and measurement of the regional transportation system, multi-modal alternatives and non-single occupancy vehicle (SOV) analysis, land use impact analysis, the provision of congestion management tools, and integration with the regional transportation improvement program process.

California State Proposition 111, passed by voters in 1990, established a requirement that urbanized areas prepare and regularly update a Congestion Management Program (CMP). The requirements within the state CMP were developed to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG provided regular updates for the state CMP from 1991 through 2008. In October 2009, the San Diego region elected to be exempt from the CMP and, since this decision was made, SANDAG has been abiding by the FHWA's Congestion Management Process in Transportation Management Areas (2011) to ensure the region's continued compliance with the federal congestion management process.

4.2.3 Impact Thresholds

Per the City's Significance Determination Thresholds, a project is considered to have a significant impact if project traffic would decrease the operations of surrounding roadways by a defined threshold. For projects deemed complete on or after January 1, 2007, the City-defined thresholds are shown in Table 4.2-7. The impact is designated either a "direct" or "cumulative" impact. According to the City's Significance Determination Thresholds:

"Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which are anticipated to be operational at that time (opening day)."

"Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of

a project and when additional proposed developments in the area become operational (short-term cumulative) or when affected community plan area reaches full planned buildout (long-term cumulative).”

It is possible that a project’s opening day (direct) impacts may be reduced in the long term, as future projects develop and provide additional roadway improvements (for instance, through implementation of traffic phasing plans). In such a case, the project may have direct impacts but not contribute considerably to a cumulative impact. For intersections and roadway segments affected by a project, LOS D or better is considered acceptable under both direct and cumulative conditions.

If the project exceeds the thresholds in Table 4.2-7 then the project is considered to have a significant “direct” or “cumulative” project impact. A significant impact can also occur if a project causes the LOS to degrade from D to E, even if the allowable increases in Table 4.2-7 are not exceeded. A feasible mitigation measure will need to be identified to return the impact within the City thresholds, or the impact will be considered significant and unmitigated.

The project site is located in the City of San Diego. According to the City’s Significance Determination Thresholds, impacts to transportation/circulation would be considered significant if:

- *Any intersection, street segment, or freeway segment affected by a project would operate at LOS E or F under either direct or cumulative conditions; the impact would be significant if the project exceeds the thresholds shown in Table 4.2-7;*
- *At any ramp meter location with delays above 15 minutes, the impact would be significant if the project exceeds the thresholds shown in Table 4.2-7;*
- *A project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in Table 4.2-7;*
- *A project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed nonstandard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway);*
- *A project would result in the construction of a roadway which is inconsistent with the General Plan and/or a community plan, the impact would be significant if the proposed roadway would not properly align with the other existing or planned roadways; and/or,*
- *A project would result in a substantial restriction in access to publicly or privately owned land, the impact would be significant.*

A project is considered to have a significant impact if project traffic would decrease the operations of surrounding roadways by a defined threshold. If a project exceeds the thresholds in Table 4.2-7, then the project is considered to have a “direct” or “cumulative” project impact. A significant impact can also occur if a project causes the LOS to degrade from D to E, even if the allowable increases in Table 4.2-7 are not exceeded. A feasible mitigation measure would need to be identified to return the impact within the City thresholds, or the impact would be considered significant and unavoidable.

4.2.4 Impact Analysis

Issue 1: Would the project result in an increase in project traffic, which is substantial in relation to the existing traffic load and capacity of the street system?

4.2.4.1 Impact Thresholds

According to the City’s Significance Determination Thresholds, impacts to transportation/traffic circulation would be considered significant if:

- *Any intersection, street segment, or freeway segment affected by a project would operate at LOS E or F, or the project would degrade the facility from LOS D to LOS E, under either direct or cumulative conditions, the impact would be significant if the project exceeds the thresholds shown in Table 4.2-7.*

A. Project Operation Trip Generation, Distribution and Assignment

The project proposes a mixed-use, TOD with a regional mall and light-rail transit service within a 0.25-mile walking distance. The intent is to reduce peak period vehicle trips by creating a truly integrated mixed-use community that maximizes use of pedestrian and bicycle travel, transit, and carpools. Such developments generally generate fewer vehicle trips and less demand for parking as compared to conventional suburban developments due to the synergy of land uses and increased opportunity for transit, walking, and bicycle trips. These project elements are discussed in detail in Section 3.0, Project Description.

In addition, the project includes the following multi-modal elements that promote alternative transportation:

- MTS bus stops along the frontage on Hotel Circle N. and Fashion Valley Road that would be retained.

- The proposed San Diego River Pathway on the north side of the River would be 14 feet wide and function as a multi-use trail for pedestrians and bicyclists.
- A south side San Diego River Pathway that transitions southerly at the pedestrian bridge over the San Diego River and travels east connecting to the adjacent former (Union Tribune) property.
- Trails for pedestrians would be 4 feet to 8 feet wide in the active park area.
- Building Access Paths proposed at multiple locations to connect on-site hotel guests and convention visitors to the park and San Diego River Pathway.
- Public Access Pathways extending beyond the River Influence Area to connect the on-site residents and, more importantly, the greater community to the Park, San Diego River Pathway, and the transit center.
- A new 10-foot-wide bridge that meets standards for a multi-use path serving pedestrians and bicyclists connecting the site to the Fashion Valley Transit Center.
- Non-contiguous sidewalks provided along local streets and private drives.
- Intersection traffic calming proposed to complement the walkability of the street system by providing safe and inviting points of crossing through the use of pop-out/curb extensions.
- A shared bike path (“sharrow”) on the easterly project boundary along Private Drive D.
- Improvements to Hotel Circle N. that would include widening Hotel Circle N. from Fashion Valley Road to Camino De La Reina to 4-lane Collector standards per the MVCP. This improvement would consist of an additional westbound and eastbound through lane with a two-way left-turn lane. The widening would also include Class II bike lanes on both sides. The parkway on the north side of Hotel Circle N. along the frontage would include an 8-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk.
- Improvements to Camino De La Reina that would include widening Camino De La Reina from Hotel Circle to Private Drive D to 4-lane Major standards per the MVCP. This would add an additional westbound and eastbound through lane and a raised median. This widening would also include Class II bike lanes on both sides. The parkway on the north side of Camino De La Reina along the project site frontage would include a 6-foot-wide sidewalk and an 8-foot-wide planting area between the curb and sidewalk.

- Improvements to Fashion Valley Road. The project proposes to provide an Irrevocable Offer of Dedication (approximately 23 feet) toward half-width improvements for the widening of Fashion Valley Road between Hotel Circle N. and Riverwalk Drive to 4-lane Major standards per the MVCP.
- Implementation of a Transportation Demand Management (TDM) program (as further described in Section 4.2.8.2), which would encourage the use of these alternative modes of transportation.

Trip generation for the project was calculated based on the City's *Trip Generation Manual* (May 2003). The project consists of four distinct land uses: hotel rooms, convention space, passive park space, and multi-family residential uses. A trip generation description on each of these uses is included below:

- **Hotel Rooms.** The existing project site includes 954 rooms. The project proposes to demolish 254 rooms to yield a net total of 700 rooms. Per the City's *Trip Generation Manual*, the trip rate for "hotel with convention facilities and restaurant" is 10 trips/room. The trip rate of 10 per room was developed from traffic count surveys at four hotels with convention facilities in 1985.
- **Convention Space.** To accurately determine the trip generation for the convention space, LLG conducted extensive technical research on hotels and convention space. The research primarily focused on the development thresholds (i.e., break-even point) beyond which the convention space is no longer ancillary to the hotel rooms. The research articles included *ITE Trip Generation Manual 9th Edition* (2012), *ITE Parking Generation 4th Edition* (2010), *ULI Shared Parking Manual 2nd Edition* (2005), *Hotel Planning and Design 2nd Edition* (Penner 2012) and other online research documents. Based on the findings outlined in the ULI Shared Parking Manual (from a 1988 consultant study), it was determined that convention space over 50 sq. ft./room would generate additional traffic beyond the trips assumed in the hotel trip rate. For the project, the factor of 50 sq. ft./room equates to 35,000 sq. ft. (50 sq. ft./room * 700 rooms = 35,000 sq. ft.). The total proposed convention space is 177,137 sq. ft. In other words, 35,000 sq. ft. of convention space would be included in the hotel trip rate (10 trips per room) and trip generation associated with the remaining 142,137 sq. ft. would generate additional trips.
- The *City of San Diego Trip Generation Manual* does not include a trip rate for convention space. Therefore, LLG derived the trip rate for the convention space from historical data included in the approved 1985 ASP – Traffic Impact Study. The 1985

counts included a total driveway count of 14,800 ADT. The trip rate for the convention space was calculated as 30 trips/KSF (retail floor space).

- **Spa.** The project also proposes to demolish the existing 14,298 sq. ft. Bella Tosca Spa. The spa caters to both hotel guests and outside local patrons. Therefore, to be conservative, only 50 percent of the spa was used as credit toward its demolition to only account for the external trips generated by the non-hotel guests.
- **Restaurant.** The project also proposes to demolish the six existing food and beverage buildings totaling 25,652 sq. ft. The project is proposing new food and beverage establishments totaling 12,800 sq. ft. This includes a site-serving restaurant of 11,500 sq. ft. (of which 4,500 sq. ft. is kitchen) and a café by the hotel lobby of 1,300 sq. ft.
- **Residential.** The project also proposes to develop a total of 840 multi-family residential units. However, Phase I (Year 2018) includes only 435 dwelling units (160 units on Residential Parcel 1 and 275 units on Residential Parcel 2). Per the City's *Trip Generation Manual*, the trip rate for "multi-family" is 6 trips/room for densities exceeding 20 dwelling units/ acre.
- **Mixed-Use and Transit Credits.** The project is a multi-use TOD with easy access to mass transit and walking distance to the Fashion Valley Transit Center. Given that the project is a multi-use TOD with a regional mall and light-rail transit service within 0.25-mile walking distance, it can be expected that some hotel employees or families staying at the hotel would use the transit service, thereby reducing vehicular trips. Similarly, Fashion Valley Mall commercial, retail, and restaurant uses could attract hotel guests or convention visitors from the project site. The *City of San Diego Traffic Impact Study Manual* does not include transit credits for hotel guests or convention space. Therefore, LLG conducted further national and local research on transit credits for hotel/convention uses.

Based on national research outlined in the *ITE Trip Generation Handbook (Table B.3, 2nd Edition)*, a minimum of 5 percent vehicle trip reduction is recommended for commercial uses within 0.25 mile of a light rail transit station. The national research was supplemented by local research. Based on local research described in the *SANDAG Not So Brief Guide of Vehicle Traffic Generation Rates for the San Diego Region (April 2002, included in Appendix G4)* guidelines, a 5 percent trip reduction is suggested for land uses within 0.25 mile of a transit station as well as an additional 10 percent trip reduction for mixed-use projects. The hotel rooms and convention space for the project are within 0.25 mile of the Fashion Valley Transit Center and Fashion Valley Mall. Based on the above research guidelines that support smart growth policies, a combined transit/mixed-use credit between 5 percent and 15 percent can be supported.

The project also proposes an extensive TDM program to reduce vehicular trips and promote alternative forms of transportation. To increase transit ridership and reduce auto trips, the project proposes transit subsidies (up to 50 percent) for hotel employees as a part of the TDM program. Therefore, based on the above national and local guidelines supplemented by the multi-modal and TDM features proposed by the project, a 5 percent transit/mixed-use credit for the hotel and a 5 percent transit/mixed-use credit for the convention space were applied to account for their interaction with the transit center and mall. For the residential uses, per City standards, allowable community mixed-use (10 percent) and transit credits (5 percent) for the residential uses were taken.

B. Existing + Project Conditions

The Existing + Project analysis presumes the full buildout of the project under the existing environmental conditions (existing traffic volumes, existing roadway infrastructure, and existing surrounding land uses), as shown in Figure 4.2-3 and Figure 4.2-4. These improvements are assumed in the “with project” analyses and are listed below. No other improvements, whether project or community based, were assumed.

- The existing unsignalized driveway on Hotel Circle N. serving the project site would be closed and replaced with curb, gutter, and sidewalk.
- A new mid-block unsignalized driveway (called Private Drive A) on Hotel Circle N. between Fashion Valley Road and Camino De La Reina.
- Private Drive A would include an outbound lane (18 feet wide), a ~~148~~-foot-wide landscaped median and 6-foot-wide sidewalk, and an inbound lane (20 feet wide).
- No changes are proposed to the existing two-way left-turn lane on Hotel Circle N.

Existing + Project Intersection Operations

Table 4.2-8 reports the intersection operations during the peak hour conditions. The study area intersections are calculated to continue to operate at LOS D or better under Existing + Project conditions. Several intersections are calculated to show reduced delays with the addition of project traffic. This is because the project proposes to demolish 254 hotel rooms, 35,625 sq. ft. of convention space, ~~26,597~~~~14,298~~ sq. ft. of spa and guest services buildings, and 25,6~~25~~~~52~~ sq. ft. of food and beverages~~restaurants~~, and to be replaced with 840 dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. With the addition of project traffic, no significant direct impacts would occur.

Existing + Project Street Segment Operations

Existing + Project street segment analyses were conducted for roadways in the study area. Table 4.2-9 reports the Existing + Project daily street segment operations. With the addition of the project traffic, several street segments are calculated to show better operations than existing conditions. This is because the project proposes to demolish 254 hotel rooms, 35,625 sq. ft. of convention space, 26,597~~14,298~~ sq. ft. of spa and guest services buildings, and 25,625~~52~~ sq. ft. of food and beverage restaurants, and to be replaced with 840 dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. The following segments are calculated to continue to operate at LOS E or F similar to existing conditions:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS E)

A significant impact can occur if a project causes the LOS to degrade from D to E, even if the allowable increases in Table 4.2-7 are not exceeded. With the addition of project trips, based on the City of San Diego's significance criteria, a significant direct impact is identified on the following segment as the project traffic contribution exceeds the allowable thresholds:

- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)

Existing + Project Freeway Segment Operations

Freeway segments were analyzed under Existing + Project conditions. Tables 4.2-10a and 4.2-10b report the Existing + Project freeway segment operations in the AM and PM peak hours, respectively. With the addition of the project traffic, several freeway segments are calculated to show better operations than existing conditions. This is because the project proposes to demolish 254 hotel rooms, 35,625 sq. ft. of convention space, 26,597~~14,298~~ sq. ft. of spa and guest services buildings, and 25,625~~52~~ sq. ft. of food and beverage restaurants, and to be replaced with 840 dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. The following segment is calculated to continue to operate at LOS E similar to existing conditions:

SR-163

- SR-163 south of I-8, *LOS E-PM (NB)*

The addition of project trips does not result in a significant impact.

C. Near-Term (Opening Day 2018) Conditions – Phase I Analysis

The following section presents the analysis of study area intersections, street segments, and freeway segments under Near-Term (Opening Day is expected in Year 2018) conditions without and with the project. The implementation of a number of local and regional roadway improvements was considered based on coordination with City staff and information provided in the Mission Valley Public Facilities Financing Plan (PFFP). However, based on the funding status, feasibility, and the likelihood of improvements being constructed by the opening day in the study area, no planned and regional improvements were assumed.

As a part of the proposed improvements, the existing unsignalized driveway on Hotel Circle N. serving the project site would be closed and replaced with curb, gutter, and sidewalk. A new mid-block unsignalized driveway (called Private Drive A) is proposed on Hotel Circle N. between Fashion Valley Road and Camino De La Reina. Private Drive A would include an outbound lane (18 feet), a 14-foot-wide landscaped median, and an inbound lane (20 feet). No changes are proposed to the existing two-way left-turn lane on Hotel Circle N. These improvements are assumed in the “with project” analyses. No other improvements, whether project or community based, were assumed.

The project-generated traffic was distributed and assigned to the study area network based on SANDAG Series 12 Year 2035 Select Zone Assignment. The Select Zone Assignment included a composite distribution consisting of hotel and residential uses combined. Given that the hotel guests and residents have different traffic patterns, separate residential (Parcel 1 and Parcel 2) and hotel trip distributions were used.

Trip generation for Phase I (Opening Day 2018) is discussed below. Phase 1 would include the demolition of 254 rooms from the existing 954 rooms. The net 700 rooms (954 less 254) would be remodeled and upgraded with interior improvements to current market standards. In addition, the spa building and restaurants would also be demolished. Phase I includes construction of 435 multi-family dwelling units on Residential Parcels 1 (160 units) and 2 (275 units), located at the southwest and southeast corner of the site, respectively, which is currently surface parking. The Phase I project trip generation is calculated below:

- The proposed Phase I project is calculated to generate 12,919 ADT with 718 inbound / 341 outbound trips during the AM peak hour and 565 inbound / 719 outbound trips during the PM peak hour.

- The existing site is calculated to generate 14,985 ADT with 957 inbound / 298 outbound trips during the AM peak hour and 617 inbound / 895 outbound trips during the PM peak hour.
- The net Phase I project is calculated to generate 2,066 ADT with 239 inbound / 43 outbound trips during the AM peak hour and 52 inbound / 176 outbound trips during the PM peak hour.

Phase I project is calculated to generate 2,066 ADT and negative peak hour traffic (except during the AM peak outbound direction) because the reduction of traffic from the demolition of the existing uses is greater than the traffic added from the new residential use. Furthermore, the change of use, from hotel to residential, changes peak hour traffic patterns as well (residential includes heavy AM out and PM in; hotel includes heavy AM and PM in). Table 4.2-11 shows the Near-Term (Opening Day 2018) trip generation summary.

Near-Term (Opening Day 2018) traffic volumes were calculated for the study area by adding the Near-Term cumulative project volumes onto the existing volumes. The volumes were also checked for consistency between intersections, where no driveways or roadways exist between intersections.

The following figures provide graphical displays of Near-Term trip distribution and project traffic volumes.

- Figure 4.2-5 shows the Near-Term (Opening Day 2018) project trip distribution percentages for hotel uses
- Figure 4.2-6 shows the Near-Term (Opening Day 2018) project trip distribution percentages for residential uses
- Figure 4.2-7 shows the Near-Term (Opening Day 2018) project traffic volumes for hotel uses
- Figure 4.2-8 shows the Near-Term (Opening Day 2018) project traffic volumes for residential uses
- Figure 4.2-9 shows the Near-Term (Opening Day 2018) net project traffic volumes
- Figure 4.2-10 shows the Near-Term (Opening Day 2018) + Project traffic volumes

Near-Term (Opening Day 2018) Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Near-Term (Opening Day 2018) without and with project conditions. Table 4.2-12 reports the intersection operations during the peak hour conditions. The majority of the study area intersections are calculated to operate at LOS D or better under Near-Term without and with project conditions. As shown in Table 4.2-12, several intersections are calculated to show reduced delays with the project. This is because the project Phase I (Year 2018) proposes to demolish hotel rooms, convention space, the spa building, and restaurants, and to back-fill with multi-family dwelling units. With this demolition, the reduction of traffic generated by previous uses on-site is greater than the traffic added from the new residential use. Therefore, Phase I project traffic is calculated to reduce traffic and delay from the external roadway system. The following intersection is calculated to continue to operate at LOS E in the Near-Term (2018) without and with project conditions:

- Hotel Circle N. / I-8 WB Ramps (LOS E during PM peak hour)

The addition of project trips does not result in a significant impact at the above intersection.

Near-Term (Opening Day 2018) Street Segment Operations

Street segment analyses were conducted for roadways in the study area under Near-Term (Opening Day 2018) without and with project conditions. Table 4.2-13 reports the daily street segment operations. As shown in Table 4.2-13, 11 of the 17 street segments are calculated operate at LOS D or better under Near-Term without and with project conditions. Several street segments are calculated to show reduced traffic with the addition of project traffic. This is because the project Phase I (Year 2018) proposes to demolish hotel rooms, convention space, the spa building, and restaurants, and to back-fill with multi-family dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. The following segments are calculated to continue to operate at LOS E or F in the Near-Term (2018) without and with project conditions:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)
- Hotel Circle N.: Private Drive A and Camino De La Reina (LOS E)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS E)

The addition of project trips does not result in a significant impact on the above segments.

Near-Term (Opening Day 2018) Freeway Segment Operations

Freeway segments were analyzed under Near-Term (Opening Day 2018) without and with project conditions. As shown in Tables 4.2-14a and 4.2-14b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. This is because the project Phase I (Year 2018) proposes to demolish hotel rooms, convention space, the spa building, and restaurants, and to replace with multi-family dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. The following segment is calculated to continue to operate at LOS E in the Near-Term (2018) without and with project conditions:

SR-163

- South of I-8, *LOS E-PM (NB)*

The addition of project trips does not result in a significant impact on the above freeway segment.

D. Year 2022 Conditions – Phase II Analysis

The following section presents the analysis of study area intersections, street segments, and freeway segments under Year 2022 conditions without and with the project. Year 2022 was selected as the inception of Phase II as, although construction would be complete in 2020, full occupancy would not occur until this later date. The implementation of a number of local and regional roadway improvements was considered based on coordination with City staff and information provided in the Mission Valley PFFP. However, based on the funding status, feasibility, and the likelihood of improvements being constructed by the opening day in the project site, no planned and regional improvements were assumed.

The project-generated traffic was distributed and assigned to the study area network based on SANDAG Series 12 Year 2035 Select Zone Assignment. The Select Zone Assignment included a composite distribution consisting of hotel and residential uses combined. Given that the hotel guests and residents have different traffic patterns, separate residential Parcels 1, 2, 3, and 4) and hotel trip distributions were used.

Trip generation for Phase II (2022) is discussed below. Phase II (Year 2022) includes an additional 405 multi-family dwelling units on the project site. These 405 units would be

constructed on Residential Parcels 3 (255 units) and 4 (150 units) (northeast corner of the site). The Phase II project trip generation is calculated below:

- The proposed Phase II project is calculated to generate 14,985 ADT (cumulative) with 748 inbound / 471 outbound trips during the AM peak hour and 695 inbound / 772 outbound trips during the PM peak hour.
- The existing site is calculated to generate 14,985 ADT (cumulative) with 957 inbound / 298 outbound trips during the AM peak hour and 617 inbound / 895 outbound trips during the PM peak hour.
- The net total project is calculated to generate 0 ADT (cumulative) with (209) inbound / 173 outbound trips during the AM peak hour and 78 inbound / (123) outbound trips during the PM peak hour.

The proposed Phase II project is calculated to generate 0 ADT and negative peak hour traffic (except during the AM peak outbound and PM inbound direction) because the reduction of traffic from the demolition of the existing uses is greater than the traffic added from the new residential use. Furthermore, the change of use, from hotel to residential, changes peak hour traffic patterns as well (residential includes heavy AM out and PM in, hotel includes heavy AM and PM in). Table 4.2-15 shows the Year 2022 Phase II trip generation summary.

Year 2022 traffic volumes were calculated for the study area by applying a 2 percent per year growth rate onto the Near-Term (Opening Day 2018) volumes. The growth rate was determined by obtaining the average growth rate of the study area street segments between the SANDAG Series 12 Year 2020 and Year 2035 Regional Traffic Model for the project site. The volumes were also checked for consistency between intersections, where no driveways or roadways exist between intersections. The following figures provide graphical displays of Year 2022 trip distribution and project traffic volumes.

- Figure 4.2-11 shows the Year 2022 Without Project Traffic Volumes
- Figure 4.2-12 shows the Year 2022 Project Traffic Distribution (Residential Only)
- Figure 4.2-13 shows the Year 2022 Project Traffic Volumes (Residential Only)
- Figure 4.2-14 shows the Year 2022 Net Project Traffic Volumes
- Figure 4.2-15 shows the Year 2022 + Project Traffic Volumes

Year 2022 (Phase II) Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Year 2022 (Phase II) without and with project conditions. Table 4.2-16 reports the intersection operations during the peak hour conditions. The majority of the study area intersections operate at LOS D or better under Year 2022 without and with project conditions. As shown in Table 4.2-16, several intersections are calculated to show reduced delays with the addition of project traffic. Even with the buildout of 840 dwelling units, the reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movements. The following intersections are calculated to continue to operate at LOS E or F in the Year 2022 without and with project conditions:

- Hotel Circle N. / I-8 WB Ramps (LOS E during the AM peak hour and LOS F during the PM peak hour)
- Hotel Circle S. / I-8 EB Ramps (LOS E during the PM peak hour)

The addition of project trips does not result in significant impacts at the above intersections.

Year 2022 (Phase II) Street Segment Operations

Street segment analyses were conducted for roadways in the study area under Year 2022 (Phase II) without and with project conditions. Table 4.2-17 reports the daily street segment operations. As shown in Table 4.2-17, 10 of the 17 street segments are calculated operate at LOS D or better under Year 2022 without and with project conditions. Several street segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition is calculated to be equal to the traffic generated by 840 residential units. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses. The following segments are calculated to continue to operate at LOS E or F in the Year 2022 without and with project conditions:

- Riverwalk Dr.: Fashion Valley Road to Avenida Del Rio (LOS E)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
- Hotel Circle N.: Private Drive A to Camino De La Reina (LOS E)
- Hotel Circle S.: I-8 EB Ramps to Bachman Place (LOS E)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS F)

With the addition of project trips, based on the City of San Diego's significance criteria, a significant cumulative impact is identified on the following segment as the project traffic contribution exceeds the allowable thresholds:

- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)

The mitigation measure for this impact is discussed in detail in Section 4.2.4.3 Mitigation, Monitoring, and Reporting.

Year 2022 (Phase II) Freeway Segment Operations

Freeway segments were analyzed under Year 2022 without and with project conditions. As shown in Tables 4.2-18a and 4.2-18b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movements. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses. The following segment is calculated to continue to operate at LOS E or F in the Year 2022 without and with project conditions:

SR-163

- South of I-8, *LOS E-AM (NB)* and *LOS F(0)-PM (NB)*

The addition of project trips does not result in a significant impact on the above freeway segment.

E. Year 2035 (Horizon Year) Conditions

The following section presents the analysis of study area intersections, street segments, and freeway segments under Year 2035 (Horizon Year) conditions without and with the project. For the purposes of this traffic study, the implementation of local and regional roadway improvements as explained below were assumed in place based on coordination with City staff and information provided in the Mission Valley PFFP. The Year 2035 (Horizon Year) scenario assumes the proposed extension of Camino De La Reina from Fashion Valley Road to Via Las Cumbres and the extension of Via Las Cumbres between Friars Road and Hotel Circle N. as proposed in the Levi-Cushman Specific Plan. This is considered reasonable as well as conservative, as the analysis for the Town & Country project assumes approximately 66,500 ADT from the Levi-Cushman Specific Plan, yet assumes only two of many improvements (on the basis of providing access and basic circulation) required by this Specific Plan. Table 4.2-19

and Figure 4.2-16 identify the Year 2035 (Horizon Year) planned improvements within the study area.

The project-generated traffic was distributed and assigned to the study area network based on SANDAG Series 12 Year 2035 Select Zone Assignment. The Select Zone Assignment included a composite distribution consisting of hotel and residential uses combined. Given that the hotel guests and residents have different traffic patterns, LLG developed separate residential (Residential Parcels 1, 2, 3, and 4I, II, III, and IV) and hotel trip distributions.

Based on the projected forecast ADT volumes, the Year 2035 (Horizon Year) peak hour volumes were calculated based on the existing relationship between ADT and peak hour volumes. For Year 2035 Project traffic, the total buildout project traffic was included. The net total project (buildout) is calculated to generate 0 ADT (cumulative) with 209 inbound / 173 outbound trips during the AM peak hour and 78 inbound / 123 outbound trips during the PM peak hour. The following figures provide graphical displays of Year 2035 (Horizon Year) trip distribution and project traffic volumes.

- Figure 4.2-17 shows the Year 2035 (Horizon Year) Without Project Traffic Volumes
- Figure 4.2-18 shows the Year 2035 (Horizon Year) Project Traffic Distribution (Residential Only)
- Figure 4.2-19 shows the Year 2035 (Horizon Year) Project Traffic Volumes (Residential Only)
- Figure 4.2-20 shows the Year 2035 (Horizon Year) Net Traffic Volumes
- Figure 4.2-21 shows the Year 2035 (Horizon Year) + Project Traffic Volumes

Year 2035 (Horizon Year) Intersection Operations

Intersection capacity analyses were conducted for the study intersections under Year 2035 (Horizon Year) without and with project conditions. Table 4.2-20 reports the intersection operations during the peak hour conditions. As shown in Table 4.2-20, several intersections are calculated to show reduced delay with the addition of project traffic. Even with the buildout of 840 dwelling units, the reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movement. The following intersections are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with project conditions:

- Riverwalk Drive / Avenida Del Rio (LOS F during the PM peak hours)
- Hotel Circle N. / I-8 WB Ramps (LOS F during the AM and PM peak hours)
- Hotel Circle N. / Fashion Valley Road (LOS F during the PM peak hours)
- Hotel Circle N. / Camino De La Reina (LOS F during the PM peak hours)
- Hotel Circle S. / I-8 EB Ramps (LOS F during the AM and PM peak hours)
- Hotel Circle S. / Bachman Place (LOS E during the PM peak hour)

The addition of project trips does not result in significant impacts at the above intersections.

Year 2035 (Horizon Year) Street Segment Operations

Street segment analyses were conducted for roadways in the study area under Year 2035 (Horizon Year) without and with project conditions. Table 4.2-21 reports the daily street segment operations. As shown in Table 4.2-21, several street segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition is calculated to be equal to the traffic generated by 840 residential units. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses. The following segments are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with project conditions:

- Riverwalk Drive: Fashion Valley Road to Avenida Del Rio (LOS F)
- Riverwalk Drive: East of Avenida Del Rio (LOS F)
- Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)
- Camino De La Reina: Private Drive D to Avenida Del Rio (LOS F)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: West of I-8 WB Ramps (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
- Hotel Circle N.: Private Drive A to Camino De La Reina (LOS F)
- Hotel Circle S.: West of I-8 EB Ramps (LOS F)
- Hotel Circle S.: I-8 EB Ramps to Bachman Place (LOS F)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS F)
- Fashion Valley Road.: Riverwalk Drive to Private Drive E (LOS F)
- Fashion Valley Road.: Private Drive E to Private Drive B (LOS F)
- Fashion Valley Road.: Private Drive B to Hotel Circle N. (LOS F)
- Avenida Del Rio: Riverwalk Drive to Camino De La Reina (LOS E)

With the addition of project traffic, based on the City of San Diego's significance criteria, significant cumulative impacts are identified on the following segments as the project traffic contribution exceeds the allowable thresholds:

- Riverwalk Dr.: East of Avenida Del Rio (LOS F)
- Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)

The mitigation measure for these impacts are discussed in detail in Section 4.2.4.3 Mitigation, Monitoring, and Reporting

Year 2035 (Horizon Year) Freeway Segment Operations

Freeway segments were analyzed under Year 2035 (Horizon Year) without and with project conditions. As shown in Tables 4.2-22a and 4.2-22b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from the demolition yields a net new traffic increase only in the AM inbound and PM outbound movements. The following segments are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with project conditions:

SR-163

- Friars to I-8, *LOS E-AM (Southbound[SB])*
- South of I-8, *LOS F(0)/LOS E-AM (NB/SB) and LOS F(1)/LOS F(0)-PM (NB/SB)*

I-8

- West of Hotel Circle, *LOS E-PM (EB and WB)*
- Hotel Circle to SR-163, *LOS F(0)-PM (EB)*

The addition of project trips does not result in significant impacts on the above freeway segments.

4.2.4.2 Significance of Impacts

The following describes the significant impacts with the implementation of the project. An impact would be considered significant if the project exceeds the thresholds shown in Table 4.2-7.

A. Existing + Project Conditions Impact Significance

Per the City's Significance Thresholds and the analysis methodology presented in this report, project-related traffic is calculated to cause significant impacts within the study area under Existing + Project conditions, as shown in Table 4.2-23.

B. Near-Term (Opening Day 2018) + Project Conditions Impact Significance

Per the City's Significance Thresholds and the analysis methodology presented in this report, there are no project-related traffic impacts within the study area under Near-Term (Opening Day 2018) + Project conditions. Therefore, no mitigation measures are required.

C. Year 2022 (Phase II) + Project Conditions Impact Significance

Per the City's Significance Thresholds and the analysis methodology presented in this report, project-related traffic is calculated to cause a significant impact within the study area in the Year 2022 (Phase II) + Project scenario. In the Year 2022, project-related traffic is calculated to cause a significant cumulative impact within the study area, as summarized in Table 4.2-24.

D. Year 2035 (Horizon Year) + Project Conditions Impact Significance

Per the City's Significance Thresholds and the analysis methodology presented in this report, project-related traffic is calculated to cause a significant impact within the study area in the Year 2035 (Horizon Year) + Project scenario. In the Year 2035, project-related traffic is calculated to cause a significant cumulative impact within the study area, as summarized in Table 4.2-25.

4.2.4.3 Mitigation, Monitoring, and Reporting**A. Existing + Project Conditions**

Under Existing + Project conditions, the project is calculated to cause a significant direct impact along one street segment. The following summarizes the recommended mitigation measures. Table 4.2-26 reports the results of the street segment mitigation analysis for the Existing + Project scenario. As shown in the table, the proposed mitigation would reduce the project impacts to a level of "not significant." A project mitigation diagram, demonstrating the identified mitigation for the impacted intersection and street segments, is shown in Figure 4.2-22.

Street Segment Mitigation Measures

The following mitigation measure will be implemented as part of the project.

TRANS-1 Hotel Circle N.: Fashion Valley Road to Private Drive A. Prior to issuance of the first building permit, the developer/permittee Applicant shall assure by permit and bond the widening of this segment to accommodate a 4-lane Collector consistent with the MVCP, to the satisfactory to the City Engineer. The widening would occur on the north side of Hotel Circle N. between Fashion Valley Road ~~Hotel Circle N.~~ and Camino De La Reina. This shall accommodate an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37 to 39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections shall be modified accordingly. All improvements shall be constructed and accepted by the City Engineer prior to issuance of the first residential occupancy approval.

B. Year 2022 (Phase II) Conditions

Under Year 2022 conditions, the project is calculated to cause a significant cumulative impact along one street segment (Hotel Circle N.: Fashion Valley Road to Private Drive A). The following summarizes the recommended mitigation measures. Table 4.2-27 reports the results of the street segment mitigation analysis for Year 2022. As shown in the table, the proposed mitigation would reduce the project impacts to a level of “not significant.” A project mitigation diagram, demonstrating the identified mitigation for the impacted intersection and street segments, is shown in Figure 4.2-23.

Street Segment Mitigation Measures

The mitigation measure for Hotel Circle N.: Fashion Valley Road to Private Drive A would be TRANS-1 as provided under Existing + Project conditions.

C. Year 2035 (Horizon Year) Conditions

Under Year 2035 (Horizon Year) conditions, the project is calculated to have significant cumulative impacts along two street segments. The following summarizes the recommended mitigation measures. Table 4.2-28 reports the results of the street segment mitigation analysis for

Year 2035 (Horizon Year). A project mitigation diagram, demonstrating the identified mitigation for the impacted intersection and street segments, is shown in Figure 4.2-24.

Street Segment Mitigation Measures

The following mitigation measure will be implemented part of the project.

TRANS-2 Camino De La Reina: Hotel Circle to Private Drive D. Prior to issuance of the first building permit, ~~The applicant-developer/permittee~~ shall assure by permit and bond the widening of this segment to 4-lane Major standards consistent with the MVCP, to the satisfactory to the City Engineer. This would involve widening Camino De La Reina along the project frontage to include an additional westbound and eastbound through lane and a raised median. This widening would also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the Town & Country property. The traffic signal at Hotel Circle N. / Camino De La Reina will be modified accordingly. All improvements shall be constructed and accepted by the City Engineer prior to issuance of the first residential occupancy approval.

4.2.4.4 Impacts After Mitigation

As identified above, the project would, absent implementation of mitigation, have significant direct and cumulative impacts at the following three street segments.

- Hotel Circle N.: Fashion Valley Road to Private Drive A
- Riverwalk Drive: East of Avenida Del Rio
- Camino De La Reina: Hotel Circle to Private Drive D

Table 4.2-29 summarizes the affected street segments, pre-mitigation LOS, and post-mitigation LOS.

Table 4.2-30 summarizes the ADT and LOS levels at affected segments with project and without project conditions.

Hotel Circle N.: Fashion Valley Road to Private Drive A

Under Existing + Project conditions, implementation of TRANS-1 would reduce the project's direct impact to below a level of significance. With implementation of TRANS-1, cumulative impacts would be reduced to a less than significant level.

Riverwalk Drive: East of Avenida Del Rio

Under Year 2035 (Horizon Year) + Project conditions, the project is calculated to cause a significant and unavoidable cumulative impact for the Riverwalk Drive: East of Avenida Del Rio street segment. Mitigation of this impact would require widening this segment as a 4-lane Collector. However, based on City coordination and review of the design plans for Hazard Center extension under SR-163, only a 2-lane roadway is physically feasible. Therefore, there is no feasible mitigation for this segment and impacts along this street segment would remain significant and unavoidable.

Camino De La Reina: Hotel Circle to Private Drive D

Under Year 2035 (Horizon Year) + Project conditions, the project is calculated to cause a significant cumulative impact. Implementation of TRANS-2 would reduce the project's cumulative impacts at this segment to below a level of significance.

4.2.5 Impact Analysis

Issue 2: Would the project result in the addition of a substantial amount of traffic to a congested freeway segment, interchange, or ramp?

4.2.5.1 Impact Thresholds

According to the City's Significance Determination Thresholds, impacts to transportation/traffic circulation would be considered significant if:

- *A project would add a substantial amount of traffic to a congested freeway segment, interchange, or ramp as shown in Table 4.2-7.*

4.2.5.2 Impact Analysis**Operations**

Freeway segments were analyzed during the AM and PM peak hours based on the methodologies developed by Caltrans District 11. Freeway segment LOS is based on the V/C ratio on the freeway. The study area includes two freeway segments: I-8 – West of Hotel Circle and I-8 – Hotel Circle to SR-163.

The method currently accepted by the City to calculate ramp delays and queues is a *fixed rate* approach. The fixed rate approach is based solely on the specific time intervals at which the ramp meter is programmed to release traffic. No ramp meter analysis was conducted at the Hotel Circle N/ I-8 WB on-ramp and Hotel Circle S/ I-8 EB on-ramp as neither of these on-ramps is metered.

A. Existing + Project Freeway Segment Operations

As shown in Tables 4.2-10a and 4.2-10b, several freeway segments are calculated to show better operations than existing conditions. This is because the project proposes to demolish 254 hotel rooms, 35,625 sq. ft. of convention space, and 25,652 sq. ft. of restaurants, while proposing 840 dwelling units. ~~This is because the project proposes to demolish 254 hotel rooms, 35,625 sq. ft. of convention space, 14,298 sq. ft. of spa building, and 25,652 sq. ft. of restaurants, and to back fill with 840 dwelling units.~~ With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. The following segment is calculated to continue to operate at LOS E similar to existing conditions:

SR-163

- SR-163 south of I-8, *LOS E-PM (NB)*

Based on City of San Diego significance criteria, the project traffic would not be expected to exceed the allowable significance threshold for freeway segments impacts under the Existing + Project conditions.

B. Near-Term (Opening Day 2018) Freeway Segment Operations

As shown in Tables 4.2-14a and 4.2-14b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. This is because the Phase I (Year 2018) would demolish hotel rooms, convention space, the spa building, and restaurants, and would back-fill with multi-family dwelling units. With this demolition, the reduction of traffic is greater than the traffic added from the new residential use. The following segment is calculated to continue to operate at LOS E in the Near-Term (2018) without and with project conditions:

SR-163

- South of I-8, *LOS E-PM (NB)*

Based on City of San Diego significance criteria, the project traffic would not be expected to exceed the allowable significance threshold for freeway segment impacts under the Near-Term (Opening Day 2018) without and with project conditions.

C. Year 2022 (Phase II) Freeway Segment Operations

As shown in Tables 4.2-18a and 4.2-18b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movements. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses. The following segment is calculated to continue to operate at LOS E or F in the Year 2022 without and with project conditions:

SR-163

- South of I-8, *LOS E-AM (NB)* and *LOS F(0)-PM (NB)*

Based on City of San Diego significance criteria, the project traffic would not be expected to exceed the allowable significance threshold for freeway segment impacts under the Year 2022 (Phase II) without and with project conditions.

D. Year 2035 (Horizon Year) Freeway Segment Operations

Freeway segments were analyzed under Year 2035 (Horizon Year) without and with project conditions. As shown in Tables 4.2-22a and 4.2-22b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from the demolition yields a net new traffic increase only in the AM inbound and PM outbound movements. The following segments are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with project conditions:

SR-163

- Friars to I-8, *LOS E-AM (SB)*
- South of I-8, *LOS F(0)/LOS E-AM (NB/SB)* and *LOS F(1)/LOS F(0)-PM (NB/SB)*

I-8

- West of Hotel Circle, *LOS E-PM (EB and WB)*
- Hotel Circle to SR-163, *LOS F(0)-PM (EB)*

Based on City of San Diego significance criteria, the project traffic would not be expected to exceed the allowable significance threshold for freeway segment impacts under the Year 2035 (Horizon Year) without and with project conditions.

4.2.5.3 Significance of Impacts

Based on the City of San Diego's significance criteria, there are no significant direct and cumulative impacts identified to freeway segments, interchanges, or ramps within the project study area for any conditions scenarios. The project would not add a substantial amount of traffic to a congested freeway segment, interchange, or ramp; therefore, the impact would not be significant.

4.2.5.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.2.6 Impact Analysis

Issue 3: Would the project increase the demand for on- or off-site parking?

4.2.6.1 Impact Thresholds

According to the City's Significance Determination Thresholds, parking impacts would be considered significant if:

- *The project results in a shortfall or displacement of existing parking in an adjacent residential area, including availability of public parking.*

4.2.6.2 Impact Analysis

Parking for the project would comply with the LDC based on the zoning and land uses (currently LDC Section 142.0500) at the time building permits are applied for. The parking requirement also includes common area parking spaces for residential uses, disabled accessible, loading spaces, bicycle parking spaces, and motorcycle parking spaces.

A. Hotel and Convention Center

A shared parking analysis was conducted in accordance with SDMC provisions (Section 142.0545). The parking rates and time of day distribution for the various land uses were based on the City's standards. For the convention space, time-of-day distribution percentages from the nationally recognized parking publications, such as the *Shared Parking Manual by Urban Land Institute (2005)*, was used as a reference. Table 4.2-31 shows the Master Plan parking summary for the hotel and residential uses.

A shared parking analysis was conducted for the existing site. The existing site includes 1,336 spaces for 954 rooms (parking ratio of 1.40 spaces/room). For the hotel and convention space, the net parking required for the hotel and convention space is calculated at 856 spaces. The project proposes to provide 921 spaces for 700 rooms. This would result in a surplus of 65 spaces. The resulting parking supply ratio is calculated as 1.31 spaces/room.

B. Residential

As shown in Table 4.2-31, the parking demand calculations for residential use are categorized by parcels based on City of San Diego parking rates per the LDC. For residential use, each parcel includes its own subterranean parking. The parking demand calculations included accessible parking, bicycle parking, and motorcycle parking. For residential parcels 1 and 4, the parking supply meets the parking demand. For residential parcels 2 and 3, a surplus of 58 spaces and 54 spaces are calculated respectively.

The combined (parcels 1 and 2) residential parking demand is calculated as 609 spaces. The residential parcels 1 and 2 propose a combine parking supply of 667 spaces resulting in a surplus of 58 spaces.

Table 4.2-31 shows the overall parking summary for the hotel and residential uses. As shown, the proposed hotel use is calculated with a surplus of 65 spaces. Table 4.2-31 also summarizes the residential demand supply for Residential Parcel 1, 2, 3, and 4. The total residential parking demand is calculated as 1,175 spaces. The residential portion of the project proposes a total parking supply of 1,287 spaces resulting in a surplus of 112 spaces.

4.2.6.3 Significance of Impacts

The project would meet the required minimum parking for residential use and result in a surplus of 65 spaces for hotel use compared to the minimum required under LDC shared parking; therefore, the project is not expected to have a significant impact on off-site parking.

4.2.6.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.2.7 Impact Analysis

Issue 4: Would the project increase traffic hazards for motor vehicles, bicyclists or pedestrians?

4.2.7.1 Impact Thresholds

According to the City's Significance Determination Thresholds, impacts to transportation/circulation would be considered significant if:

- *A project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed nonstandard design features (e.g. poor sight distance, proposed driveway onto an access-restricted roadway).*

4.2.7.2 Impact Analysis

A. Proposed Fronting Circulation Improvements

Proposed improvements to existing City streets that are external to the project site are described below. These include the development of pedestrian and bicycle facilities providing alternative modes of transportation.

- *Hotel Circle North.* The project proposes to widen Hotel Circle North from Fashion Valley Road to Camino De La Reina to 4-lane Collector standards per the MVCP. The widening would occur on the north side of Hotel Circle North between Hotel Circle North and Camino De La Reina that would include an additional westbound and eastbound through lane with a two-way left-turn lane. The widening would also include Class II bike lanes on both sides. The parkway on the north side of Hotel Circle North along the frontage would include an 8-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk. To implement this improvement, approximately 37 to 39 feet of widening would be required on the Town & Country property.
- *Camino De La Reina.* The project proposes to widen Camino De La Reina from Hotel Circle to Private Drive D to 4-lane Major standards per the MVCP. The project proposes to widen Camino De La Reina along the project frontage to include an additional westbound and eastbound through lane and a raised median. This widening would also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the Town & Country property. The traffic signal at Hotel Circle N. / Camino De La Reina would be modified accordingly.

B. Proposed Internal Circulation Improvements

The project would include construction of five private drives that would provide access to the hotel, convention center, and residential parcels. The proposed private drives are described below:

- Private Drive A.** Private Drive A is an 86-foot wide drive north-south that would intersect with Hotel Circle North. This would serve as the primary access for the Town & Country Hotel. It is essentially a relocation of the existing access point to the west. Private Drive A would connect the new hotel arrival court and new hotel/convention center parking garage entrance to the public street system at Hotel Circle North. Private Drive A would also provide access for Residential Parcels 1 and 2 via Private Drives B and C. Private Drive A includes four travel lanes and a landscaped median. The intersection of Private Drive A and Hotel Circle North would be controlled by a [stop sign on Private Drive A](#) ~~traffic signal to facilitate safe vehicular movement~~. The parkways along Private Drive A would consist of a 6-foot-wide sidewalk and 8-foot-wide planting area between the curb and sidewalk on each side.
- Private Drive B.** Private Drive B is approximately 44 feet wide running east-west that would intersect with Fashion Valley Road and serve the hotel, convention center, and Residential Parcel 1. Private Drive B includes two travel lanes. The parkways on Private Drive B would consist of a 4-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk on each side.
- Private Drive C.** This is approximately 44 feet wide running east-west that would connect Private Drive A off Hotel Circle North to Private Drive D. Private Drive C would provide access to Residential Parcels 2 and 3 and would include two travel lanes. The parkways on Private Drive C would consist of a 4-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk on each side.
- Private Drive D.** This is an existing north-south private driveway that is an approximately 39-foot easement (varying width) that would intersect with Camino De La Reina. Improved Private Drive D would provide access to Residential Parcels 2, 3, and 4. It would also provide access to the hotel via Private Drive E and would include two travel lanes. The parkways on Private Drive D would consist of a 4-foot-wide sidewalk contiguous to the curb where required by site constraints, and, where feasible, a 6-foot-wide planting area between the curb and sidewalk along its western side.
- Private Drive E.** This is a proposed east-west drive with an approximately 24-foot width that varies. Private Drive E would intersect with Fashion Valley Road and lead to an access control point at the surface parking area north of the hotel's Royal Palm Tower, and wrap around the western and southern edges of Residential Parcel 4 intersecting with Private Drive D. Private Drive E would provide controlled access to the hotel and Residential Parcel 4 and would include two travel lanes. The sidewalks and parkways throughout Private Drive E vary due to site conditions and width. Private Drive E would consist of a 4-foot minimum width sidewalk and when provided, would consist of a variable width planting area as identified in the Master Plan.

Other pedestrian and bicycle improvements include the proposed 14-foot-wide San Diego River Pathway. The San Diego River Pathway would provide connectivity between Fashion Valley Mall and the transit center to the north, and the hotel and residential to the south. The existing pedestrian bridge would be replaced and improved to a width of 10 feet as a multi-use facility to accommodate pedestrians and bicyclists. Streetside sidewalks, separated from the travel lanes by landscaped parkways, occur as pedestrian elements along Hotel Circle North, Fashion Valley Road, Camino De La Reina, and Riverwalk Drive. Intersection traffic calming would be provided to complement the walkability of the street system by providing safe and inviting points of crossing through the use of pop-outs and other curb extensions. These improvements make pedestrian crossings shorter and reduce the visual width of a long, straight street.

4.2.7.3 Significance of Impacts

The project includes the external circulation improvements along Hotel Circle North and Camino De La Reina that would include a Class I and Class II bicycle/pedestrian path. Proposed internal circulation improvements include five private driveways that would allow easy internal movement between the commercial and residential elements. The goal of the improvements is to provide safe and efficiently designed streets that minimize environmental and neighborhood impacts. Private drives would be designed in conformance with the City of San Diego Street Design Manual (City of San Diego 2002) or as approved by the City Engineer. The internal streets would feature trees, landscape areas, and noncontiguous sidewalks to enhance the sense of place and pedestrian scale. Since no hazards are expected, no impact has been identified for this issue area.

4.2.7.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.2.8 Impact Analysis

Issue 5: Does the project conflict with adopted policies, plans or programs supporting alternative transportation modes (e.g. bus turnouts, bicycle racks)?

4.2.8.1 Impact Thresholds

Impacts to transportation/traffic circulation would be considered significant if:

- *A project would hinder the implementation of programs and improvements consistent with adopted policies, plans or programs supporting alternative transportation modes.*

4.2.8.2 Impact Analysis

As discussed in Section 4.2.1.3, the project site is located approximately 280 feet (walking distance) south of the Fashion Valley Transit Center, one of the major transit hubs in the Mission Valley community. There are MTS bus stops along the frontage on Hotel Circle N. and Fashion Valley Road. MTS Route 88 services the bus stop on Hotel Circle N., connecting the MTS Fashion Valley Transit Center to the MTS Old Town transit center. In addition, the MTS Trolley Green Line services the project site with a station located at the Fashion Valley Trolley. The project includes installation of bicycle parking, pedestrian walkways, and a Class I and Class II bicycle/pedestrian pathway to the existing nearby transit center. The project would not remove any existing alternative transportation facilities.

The project proponent would also implement a TDM program. The TDM program includes several strategies and techniques that aid in reducing vehicular trips. The TDM program is based on project features that provide mobility options and support the project as a TOD. The intent of the TDM program is to reduce peak period vehicle trips by creating a truly integrated mixed-use community that maximizes use of pedestrian and bicycle travel, transit, carpools, and vanpools. As part of the TDM program, the following strategies would be implemented:

- Provide a mixed-use, TOD that incorporates the appropriate setting for implementing TDM strategies and encouraging SANDAG Smart Growth development. With a 5-minute walking distance and an attractive and convenient transit center at Fashion Valley Mall, transit would be the most appealing transportation mode for the Town & Country residents, hotel guests, employees, and visitors.
- Construction of the San Diego River Pathway on the north and south sides of the San Diego River through the Town & Country Park would include a multi-use trail for pedestrians and bicyclists. A southside San Diego River Pathway is also proposed that transitions southerly at the pedestrian bridge over the San Diego River and travels east connecting to the adjacent former (Union Tribune) property.
- The existing pedestrian bridge is approximately 5 feet wide (nonstandard for a multi-use path) and substandard and degraded. The project would demolish the bridge and build a new 10-foot-wide bridge that meets standards for a multi-use path serving pedestrians and bicyclists connecting the site to the Fashion Valley Transit Center.
- Provide carpool/vanpool parking spaces in preferentially located areas (closest to building entrances). These spaces would be signed and striped “carpool/vanpool parking only.” Information about the availability of and the means of accessing the vanpool

parking spaces could be posted on Transportation Information Displays located in retail back-offices, common area, or on intranets, as appropriate.

- Provide a charging station(s) for electric vehicles.
- The project would coordinate with local transit operators to provide input on how and when routes should be implemented to serve the area.
- To encourage the use of transit, the project would provide no less than 50 percent transit subsidy for 25 percent of the hotel employees for a period of 3 years.
- Transportation information would be displayed in common areas to include, at a minimum, the following materials:
 - Ridesharing promotional materials, including the iCommute program.
 - Promotional materials for “Guaranteed Ride Home” programs like those provided by iCommute to ensure that residents and employees that carpool, vanpool, take transit, walk, or bike to work are provided with a ride to their home or location near their residence in the event that an emergency occurs during their work day.
 - Bicycle route and parking, including maps and bicycle safety information.
 - Materials publicizing internet and telephone numbers for referrals on transportation information.
 - Promotional materials provided by MTS and other publicly supported transportation organizations.
 - A listing of facilities at the site for carpoolers and vanpoolers, transit riders, bicyclists, and pedestrians, including information on the availability of preferential carpool and vanpool parking spaces and the methods for obtaining these spaces.
- Annual events would be held to promote the use of alternative transportation.
- The project would provide bicycle storage for hotel employees. For hotel guests, free bikes would also be available for use.
- The project would provide flexible work schedules to stagger arrivals and departures of hotel employees.
- The project would continue to provide shuttle services to and from SDIA for hotel guests.

The TDM Program listed above is not required to mitigate a significant impact and therefore not considered a mitigation measure. However, the project shall implement the proposed TDM

program prior to the issuance of occupancy approval for the residential units. To ensure that the goals and objectives of the TDM program are met, a Monitoring and Reporting Program would be prepared. The TDM Monitoring Program would quantify the net reduction in the project trips. The monitoring efforts would include conducting average daily vehicle (counts) and peak hour counts at the project site. Data relating to transit usage, carpool/vanpool usage, transit and other subsidies would also be collected that would be supplemented by on-site surveys. The project proposes to conduct the monitoring program every year for a period of five years. A TDM Monitoring Report would also be prepared every year and submitted to the satisfaction of the City Engineer. The TDM would be a condition of approval for the project.

4.2.8.3 Significance of Impacts

The project is a TOD that supports the local policies, plans, and programs (such as the MVCP, City of San Diego General Plan, and the 2050 RTP) encouraging use of alternative transportation. In addition, the project is implementing a TDM plan that is expected to reduce and/or remove vehicle trips out of the peak hours and relieve congestion. Therefore, the project would not hinder the implementation of programs and improvements consistent with adopted policies, plans, or programs supporting alternative transportation modes. No impact has been identified for this issue area.

4.2.8.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

**Table 4.2-1
Existing Traffic Volumes**

Street Segment	ADT ^a
Riverwalk Drive	
Fashion Valley Road to Avenida Del Rio	6,950
East of Avenida Del Rio	3,870
Camino De La Reina	
Hotel Circle to Private Drive D	8,510
Private Drive D to Avenida Del Rio	8,450
Avenida Del Rio to Camino De La Siesta	14,410
Hotel Circle N.	
West of I-8 WB Ramps	6,840
I-8 WB Ramps to Fashion Valley Road	15,160
Fashion Valley Road to Private Drive A	12,810
Private Drive A to Camino De La Reina	12,870
Hotel Circle S.	
West of I-8 EB Ramps	7,800
I-8 EB Ramps to Bachman Place	11,540
Bachman Place to Camino De La Reina	14,430
Fashion Valley Road	
N. of Riverwalk Drive	8,930
Riverwalk Drive to Private Drive E	9,260
Private Drive E to Private Drive B	9,630
Private Drive B to Hotel Circle N.	9,750
Avenida Del Rio	
Riverwalk Drive to Camino De La Reina	9,530

Footnotes:

a. Average Daily Traffic Volumes.

Counts conducted on Wednesday, September 24, 2014 and Thursday, September 25, 2014.

Table 4.2-2
Existing Intersection Operations

Intersection	Control Type	Peak Hour	Existing		
			Delay ^a	LOS ^b	
1. Riverwalk Drive / Fashion Valley Road	Signal	AM	13.7	B	
		PM	15.9	B	
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM	8.1	A	
		PM	12.6	B	
3. Camino De La Reina / Avenida Del Rio	Signal	AM	7.1	A	
		PM	10.3	B	
4. Fashion Valley Road / Private Drive E	MSSC ^c	AM	10.3	B	
		PM	14.2	B	
5. Fashion Valley Road / Private Drive B	MSSC ^c	AM	10.4	B	
		PM	13.3	B	
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM	34.8	D	
		PM	29.1	D	
7. Hotel Circle N. / Fashion Valley Road	Signal	AM	18.1	B	
		PM	22.2	C	
8. Hotel Circle N. / Private Drive A	MSSC ^c	AM	12.1	B	
		PM	13.6	B	
9. Hotel Circle N. / Camino De La Reina	Signal	AM	10.6	B	
		PM	15.9	B	
10. Camino De La Reina / Private Drive D	MSSC ^c	AM	9.8	A	
		PM	15.6	C	
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM	14.2	B	
		PM	28.3	D	
12. Hotel Circle S. / Bachman Place	Signal	AM	20.8	C	
		PM	24.3	C	
Footnotes:					
<i>a. Average delay expressed in seconds per vehicle.</i>					
<i>b. Level of Service.</i>					
<i>c. MSSC – Minor-Street Stop Controlled intersection.</i>					
<i>Minor street left turn delay is reported.</i>					
		SIGNALIZED		UNSIGNALIZED	
		DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
		Delay	LOS	Delay	LOS
		0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
		10.1 to 20.0	B	10.1 to 15.0	B
		20.1 to 35.0	C	15.1 to 25.0	C
		35.1 to 55.0	D	25.1 to 35.0	D
		55.1 to 80.0	E	35.1 to 50.0	E
		≥ 80.1	F	≥ 50.1	F

Table 4.2-3
Existing Street Segment Operations

Street Segment	Functional Classification	Capacity (LOS E) ^a	ADT ^b	LOS ^c	V/C ^d
Riverwalk Drive					
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (<i>commercial fronting</i>)	8,000	6,950	E	0.869
East of Avenida Del Rio	2-Lane Collector (<i>commercial fronting</i>)	8,000	3,870	C	0.484
Camino De La Reina					
Hotel Circle N. to Private Drive D	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	8,510	C	0.567
Private Drive D to Avenida Del Rio	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	8,450	C	0.563
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	14,410	F	1.441
Hotel Circle N.					
West of I-8 WB Ramps	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	6,840	B	0.456
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (<i>no center lane</i>)	15,000	15,160	F	1.011
Fashion Valley Road to Private Drive A	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	12,810	D	0.854
Private Drive A to Camino De La Reina	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	12,870	D	0.858
Hotel Circle S.					
West of I-8 EB Ramps	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	7,800	C	0.520
I-8 EB Ramps to Bachman Place	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	11,540	D	0.769
Bachman Place to Camino De La Reina	2-Lane Collector (<i>continuous left-turn lane</i>)	15,000	14,430	E	0.962
Fashion Valley Road					
N. of Riverwalk Drive	4-Lane Collector (<i>exclusive left-turn lanes</i>)	22,500 ^e	8,930	B	0.397
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	9,260	C	0.617
Private Drive E to Private Drive B	4-Lane Collector	15,000	9,630	C	0.642
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	9,750	C	0.650
Avenida Del Rio					
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	9,530	A	0.318
Footnotes: a. Capacities based on City of San Diego(1998). b. Average Daily Traffic Volumes. c. Level of Service. d. Volume to Capacity. e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e. 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only. General Notes: 1. Bold typeface indicates segments operating at LOS E or worse.					

Table 4.2-4
Existing Freeway Segment Operations

Freeway and Segment	ADT ^b	AM Peak Hour					PM Peak Hour				
		Direction & Number of Lanes		Capacity ^a	V/C ^c	LOS ^d	Direction & Number of Lanes		Capacity ^a	V/C ^c	LOS ^d
SR-163											
Friars Road to I-8	175,830	NB Mainlines	4M+2CD+1A	13,200	0.556	B	NB Mainlines	4M+2CD+1A	13,200	0.527	B
		SB Mainlines	4M+ 2A	10,400	0.606	B	SB Mainlines	4M+ 2A	10,400	0.614	B
South of I-8	181,280	NB Mainlines	3M+ 1A	7,200	0.885	D	NB Mainlines	3M+ 1A	7,200	0.964	E
		SB Mainlines	4M	8,000	0.744	C	SB Mainlines	4M	8,000	0.796	C
I-8											
West of Hotel Circle	200,590	EB Mainlines	4M	8,000	0.780	C	EB Mainlines	4M	8,000	0.754	C
		WB Mainlines	4M+ 1A	9,200	0.758	C	WB Mainlines	4M+ 1A	9,200	0.760	C
Hotel Circle to SR-163	195,940	EB Mainlines	4M+ 1A	9,200	0.698	C	EB Mainlines	4M+ 1A	9,200	0.745	C
		WB Mainlines	4M+ 1A	9,200	0.746	C	WB Mainlines	4M+ 1A	9,200	0.719	C
Footnotes:											
a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane).								LOS	V/C	LOS	V/C
								A	<0.41	F(0)	1.25
								B	0.62	F(1)	1.35
								C	0.80	F(2)	1.45
								D	0.92	F(3)	>1.46
								E	1.00		
b. Existing ADT Volumes from PeMS, September 2014.											
c. Volume to Capacity											
d. Level of Service											
General Notes:											
1. See <i>Appendix E</i> for calculation sheets.											
2. Bold typeface indicates segments operating at LOS E.											

**Table 4.2-5
Cumulative Projects**

Project Name	Type of Development	Project Size	ADT	Status (as of Feb. 2015)
Near-Term (Year 2018 – 2022)				
N-1. Quarry Falls (Civita)	Residential Community Commercial Neighborhood Commercial	2,477 dwelling units 50,000 sq. ft. 50,000 sq. ft.	17,450	Approved. Approximately 1,512 dwelling units built to-date
N-2. Mission Valley Fire Station	Fire Station	16,000 sq. ft.	50	Station is open
N-3. USD Master Plan ^a	University	3,000 FTE	10,200	In Review
N-4. Union Tribune Master Plan	Multi-Family Residential Specialty Retail	200 Units 3,000 sq. ft.	1,128	Approved
N-5. Legacy International Center	Timeshare Religious Facility	127 rooms 196,165 sq. ft.	1,805	In Review
N-6. Camino Del Rio Mixed Use	Multi-Family Residential Multi-Tenant Office Retail	305 dwelling units 5,000 sq. ft. 4,000 sq. ft.	1,432	Under Construction
N-7. Hazard Center Redevelopment ^b	Residential Commercial / Retail	473 multi-dwelling units 4,205 sq. ft. Commercial (includes demolition of 1,540 seat theater)	950	Approved
N-8. Friars Road Multi-Family	Multi-Family Residential (Office)	319 dwelling units (20,548 sq. ft.)	828	In Review
Long-Term (Year 2035)				
L-1. Quarry Falls (Civita) – Project Buildout	Residential Retail Commercial Community Commercial Neighborhood Commercial Commercial Office Recreation Center	4,780 dwelling units 503,000 sq. ft. 50,000 sq. ft. 50,000 sq. ft. 620,000 sq. ft. 4,000 sq. ft.	52,330	Approved. Project Buildout expected to be complete by Year 2035.
L-1. Levi-Cushman Specific Plan ^c – Project Buildout	Residential Hotel Office Retail	1,329 dwelling units 1,000 Hotel rooms 200,000 sq. ft. 2,582,000 sq. ft.	67,000	Approved. Not yet constructed.

Footnotes:

- The University of San Diego (USD) Master Plan proposes an additional 2,710 FTE students. This is lower than the assumed density of 3,000 FTE. Therefore, the cumulative analysis is conservative.
- To be conservative, the development was assumed in the cumulative analysis, but the Hazard Center roadway extension was not.
- As of February 2015, the Riverwalk Master Plan (formerly Levi-Cushman Specific Plan) proposes to develop 4,000 dwelling units, 150,000 SF of commercial retail and office and 950,000 SF of office, 900 room hotel and 40-acre park, generating 51,980 ADT. This is lower than original Specific Plan trip generation of 67,000 ADT. However, the horizon year traffic analysis assumes 67,000 ADT to be conservative.

General Notes:

- FTE – Full Time Equivalent.
- () – Demolition.

Table 4.2-6
Caltrans District 11
Freeway Segment Level of Service Definitions

LOS	V/C	Congestion/Delay	Traffic Description
Used for freeways, expressways and conventional highways			
A	<0.41	None	Free flow.
B	0.42–0.62	None	Free to stable flow, light to moderate volumes.
C	0.63–0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted.
D	0.81–0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, very limited freedom to maneuver.
E	0.93–1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor.
Used for freeways and expressways			
F(0)	1.01–1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go.
F(1)	1.26–1.35	Severe 1–2 hour delay	Very heavy congestion, very long queues.
F(2)	1.36–1.45	Very Severe 2–3 hour delay	Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods.
F(3)	>1.46	Extremely Severe 3+ hours of delay	Gridlock.

Source: LLG 2015

Table 4.2-7
City of San Diego
Traffic Impact Significant Thresholds

Level of Service with Project ^b	Allowable Increase Due to Project Impacts ^a				
	Freeways		Roadway Segments		Intersections
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec.)
E	0.010	1.0	0.02	1.0	2.0
F	0.005	0.5	0.01	0.5	1.0

Footnotes:

- a. If a project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. The project applicant shall then identify feasible improvements (within the Traffic Impact Study) that will restore/and maintain the traffic facility at an acceptable LOS.
- b. All LOS measurements are based upon Highway Capacity Manual procedures for peak-hour conditions. However, V/C ratios for roadway segments are estimated on an ADT/24-hour traffic volume basis (using Table 2 of the City's Traffic Impact Study Manual). The acceptable LOS for freeways, roadways, and intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, LOS does not apply.
- c. The allowable increase in delay at a freeway operating LOS E is 2 minutes. The allowable increase in delay at a freeway operating LOS F is 1 minute.

General Notes:

1. Delay = Average control delay per vehicle measured in seconds for intersections
2. LOS = Level of Service
3. V/C = Volume to Capacity ratio
4. Speed = Arterial speed measured in miles per hour

Table 4.2-8
Existing + Project Intersection Operations

Intersection	Control Type	Peak Hour	Existing		Existing + Project		Δ ^c	Significant Impact?
			Delay ^a	LOS ^b	Delay	LOS		
1. Riverwalk Drive / Fashion Valley Road	Signal	AM	13.7	B	13.6	B	(0.1)	No
		PM	15.9	B	15.8	B	(0.1)	No
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM	8.1	A	8.1	A	0.0	No
		PM	12.6	B	12.5	B	(0.1)	No
3. Camino De La Reina / Avenida Del Rio	Signal	AM	7.1	A	6.9	A	(0.2)	No
		PM	10.3	B	10.4	B	0.1	No
4. Fashion Valley Road / Private Drive E ^d	MSSC ^e	AM	10.3	B	9.3	A	(1.0)	No
		PM	14.2	B	9.8	A	(4.4)	No
5. Fashion Valley Road / Private Drive B ^d	MSSC ^e	AM	10.4	B	9.2	A	(1.2)	No
		PM	13.3	B	0.0 ^f	A	(13.3)	No
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM	34.8	D	24.4	C	(10.4)	No
		PM	29.1	D	32.2	D	3.1	No
7. Hotel Circle N. / Fashion Valley Road	Signal	AM	18.1	B	17.7	B	(0.4)	No
		PM	22.2	C	20.8	C	(1.4)	No
8. Hotel Circle N. / Private Drive A	MSSC ^e	AM	12.1	B	13.6	B	1.5	No
		PM	13.6	B	8.5	A	(5.1)	No
9. Hotel Circle N. / Camino De La Reina	Signal	AM	10.6	B	11.0	B	0.4	No
		PM	15.9	B	15.8	B	(0.1)	No
10. Camino De La Reina / Private Drive D ^d	MSSC ^e	AM	9.8	A	10.0	B	0.2	No
		PM	15.6	C	12.3	B	(3.3)	No
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM	14.2	B	14.0	B	(0.2)	No
		PM	28.3	D	22.4	C	(5.9)	No
12. Hotel Circle S. / Bachman Place	Signal	AM	20.8	C	21.1	C	0.3	No
		PM	24.3	C	24.6	C	0.3	No
Footnotes:								
a. Average delay expressed in seconds per vehicle.					SIGNALIZED		UNSIGNALIZED	
b. Level of Service.					DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
c. “Δ” denotes the project-induced increase in delay.					Delay	LOS	Delay	LOS
d. Inbound and outbound left-turns were assumed to be prohibited in the “with project” scenario.					0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
					10.1 to 20.0	B	10.1 to 15.0	B
e. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for existing condition.					20.1 to 35.0	C	15.1 to 25.0	C
					35.1 to 55.0	D	25.1 to 35.0	D
					55.1 to 80.0	E	35.1 to 50.0	E
f. No delay reported as project volumes are lower than existing volumes on the minor street movements.					≥ 80.1	F	≥ 50.1	F
General Notes:								
1. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.								

Table 4.2-9
Existing + Project Street Segment Operations

Street Segment	Functional Classification	Capacity (LOS E) ^a	Existing			Existing + Project			V/C Increase	Sig ^e
			ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	6,950	E	0.869	6,880	E	0.860	(0.009)	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	3,870	C	0.484	3,870	C	0.484	0.000	No
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	8,510	C	0.567	8,860	C	0.591	0.024	No
Private Drive D to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	8,450	C	0.563	8,390	C	0.559	(0.004)	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	14,410	F	1.441	14,410	F	1.441	0.000	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	6,840	B	0.456	6,840	B	0.456	0.000	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	15,160	F	1.011	15,090	F	1.006	(0.005)	No
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	12,810	D	0.854	13,070	E	0.871	0.017	Yes
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	12,870	D	0.858	12,380	D	0.825	(0.033)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	7,800	C	0.520	7,800	C	0.520	0.000	No
I-8 EB Ramps to Bachman Place	2-Lane Collector (continuous left-turn lane)	15,000	11,540	D	0.769	11,480	D	0.765	(0.004)	No

Street Segment	Functional Classification	Capacity (LOS E) ^a	Existing			Existing + Project			V/C Increase	Sig ^e
			ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
	<i>lane)</i>									
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	14,430	E	0.962	14,360	E	0.957	(0.005)	No
Fashion Valley Road										
N. of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500 ^e	8,930	B	0.397	9,060	B	0.403	0.006	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	9,260	C	0.617	9,320	C	0.621	0.004	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	9,630	C	0.642	9,480	C	0.632	(0.010)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	9,750	C	0.650	9,550	C	0.637	(0.013)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	9,530	A	0.318	9,470	A	0.316	(0.002)	No
Footnotes: a. Capacities based on City of San Diego Roadway Classification Table. b. Average Daily Traffic Volumes. c. Level of Service. d. Volume to Capacity. e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e. 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only.										
General Notes: 1. Bold typeface indicates intersections operating at LOS E or worse. 2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.										

Table 4.2-10a
Existing + Project Freeway Segment Operations – AM Peak Hour

Freeway and Segment	Existing + Project ADT	Direction & Number of Lanes		Capacity ^a	Existing		Existing + Project		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C	LOS		
SR-163										
Friars to I-8	176,010	NB Mainlines	4M+2CD+1A	13,200	0.556	B	0.558	B	0.002	No
		SB Mainlines	4M+ 2A	10,400	0.606	B	0.604	B	(0.002)	No
South of I-8	181,110	NB Mainlines	3M+ 1A	7,200	0.885	D	0.879	D	(0.006)	No
		SB Mainlines	4M	8,000	0.744	C	0.746	C	0.002	No
I-8										
West of Hotel Circle	200,420	EB Mainlines	4M	8,000	0.780	C	0.774	C	(0.006)	No
		WB Mainlines	4M+ 1A	9,200	0.758	C	0.761	C	0.003	No
Hotel Circle to SR-163	195,970	EB Mainlines	4M+ 1A	9,200	0.698	C	0.707	C	0.009	No
		WB Mainlines ^d	4M+ 1A	9,200	0.746	C	0.746	C	0.000	No
Footnotes:										
a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). <i>Example:</i> 4M+2A=4 Mainlines + 2 Auxiliary Lanes)							LOS	V/C	LOS	V/C
b. Volume to Capacity							A	<0.41	F(0)	1.25
							B	0.62	F(1)	1.35
							C	0.80	F(2)	1.45
							D	0.92	F(3)	>1.46
							E	1.00		
c. Level of Service										
d. The Town & Country Project does not add project traffic to I-8 WB mainlines.										
General Notes:										
1. See <i>Appendix E</i> for calculation sheets										
2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than traffic added from the proposed residential use.										

LOS	V/C	LOS	V/C
A	<0.41	F(0)	1.25
B	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

Table 4.2-10b
Existing + Project Freeway Segment Operations – PM Peak Hour

Freeway and Segment	Existing + Project ADT	Direction, &Number of Lanes		Capacity ^a	Existing		Existing + Project		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C	LOS		
SR-163										
Friars to I-8	176,010	NB Mainlines	4M+2CD+1A	13,200	0.527	B	0.526	B	(0.001)	No
		SB Mainlines	4M+ 2A	10,400	0.614	B	0.616	B	0.002	No
South of I-8	181,110	NB Mainlines	3M+ 1A	7,200	0.964	E	0.964	E	0.000	No
		SB Mainlines	4M	8,000	0.796	C	0.793	C	(0.003)	No
I-8										
West of Hotel Circle	200,420	EB Mainlines	4M	8,000	0.754	C	0.755	C	0.001	No
		WB Mainlines	4M+ 1A	9,200	0.760	C	0.756	C	(0.004)	No
Hotel Circle to SR-163	195,970	EB Mainlines	4M+ 1A	9,200	0.745	C	0.739	C	(0.006)	No
		WB Mainlines ^d	4M+ 1A	9,200	0.719	C	0.719	C	0.000	No
Footnotes:										
a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane).							LOS	V/C	LOS	V/C
Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)							A	<0.41	F(0)	1.25
							B	0.62	F(1)	1.35
							C	0.80	F(2)	1.45
b. Volume to Capacity							D	0.92	F(3)	>1.46
c. Level of Service							E	1.00		
d. The Town & Country Project does not add project traffic to I-8 WB mainlines.										
General Notes:										
1. See <i>Appendix E</i> for calculation sheets.										
2. Bold typeface indicates segments operating at LOS E.										
3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than traffic added from the proposed residential use.										

LOS	V/C	LOS	V/C
A	<0.41	F(0)	1.25
B	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

Table 4.2-11
Near-Term (Opening Day 2018) Trip Generation Table – Project Phase I

Description and Size	Trip Rate & Credits	ADT ^a	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
Proposed												
Hotel^b 700 Rooms (reduced from existing 954 rooms)	Trip Rate (10.0 / Room) ^c	7,000	6%	60:40	252	168	420	8%	60:40	336	224	560
	Transit / Mixed-Use Credit	-350			-23	-15	-38			-20	-14	-34
	Cumulative (100%)	6,650			229	153	382			316	210	526
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	6,650			229	153	382			316	210	526
Convention Space Overall: 177,137 sq. ft. Ancillary ^e : 700 rooms x 50 sq. ft./room = 35,000 sq. ft. Effective: 177,137 – 35,000 = 142,137 sq. ft.	Trip Rate (30 / 1,000 sq. ft.)	4,264	13%	90:10	499	55	554	14%	20:80	119	478	597
	Transit / Mixed-Use Credit	-213			-45	-5	-50			-7	-29	-36
	Cumulative (100%)	4,051			454	50	504			112	449	561
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	4,051			454	50	504			112	449	561
Residential Parcel 1 160 Dwelling Units in 1.70 acres (Over 20 DU/ac)	Trip Rate (6 / DU) ^h	960	8%	20:80	15	62	77	9%	70:30	60	26	86
	Transit Credit (5%) ⁱ	-48			-1	-6	-7			-4	-1	-5
	Mixed-use Credit (10%) ^j	-96			-1	-5	-6			-6	-3	-9
	Cumulative (100%)	816			13	51	64			50	22	72
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	816			13	51	64			50	22	72
Residential Parcel 2 275 Dwelling Units in 2.53 acres (Over 20 DU/ac) (new use)	Trip Rate (6 / DU) ^h	1,650	8%	20:80	26	106	132	9%	70:30	104	45	149
	Transit Credit (5%) ⁱ	-83			-2	-10	-12			-6	-3	-9
	Mixed-use Credit (10%) ^j	-165			-2	-9	-11			-11	-4	-15
	Cumulative (100%)	1,402			22	87	109			87	38	125
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	1,402			22	87	109			87	38	125
Proposed Subtotal	Cumulative	12,919			718	341	1,059			565	719	1,284
	Pass-By	0			0	0	0			0	0	0

Description and Size	Trip Rate & Credits	ADT ^a	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
	Driveway	12,919			718	341	1,059			565	719	1,284
Existing												
Hotel 954 Rooms	Trip Rate (10.0 / Room)	9,540	6%	60:40	343	229	572	8%	60:40	458	305	763
	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
	Cumulative (100%)	9,540			343	229	572			458	305	763
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	9,540			343	229	572			458	305	763
Convention Space Overall: 212,762 sq. ft. Ancillary: 954 rooms x 50 sq. ft./room = 47,700 sq. ft. Effective: 212,762 – 47,700 = 165,062 sq. ft.	Trip Rate (30 / 1,000 sq. ft.)	4,952	13%	90:10	580	64	644	14%	20:80	139	554	693
	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
	Cumulative (100%)	4,952			580	64	644			139	554	693
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	4,952			580	64	644			139	554	693
Spa Overall: 14,298 sq. ft. Effective (50%): 7,149 sq. ft. ^k	Trip Rate (40 / 1,000 sq. ft.)	286	13%	90:10	33	4	37	14%	20:80	8	32	40
	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
	Cumulative (100%)	286			33	4	37			8	32	40
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	286			33	4	37			8	32	40
Restaurants Overall: 25,652 sq. ft. Effective: 2,304 sq. ft. ^l	Trip Rate (100 / 1,000 sq. ft.)	230	1%	60:40	1	1	2	8%	70:30	13	5	18
	Transit / Mixed-Use Credit (0%)	0			0	0	0			0	0	0
	Cumulative (90%)	207			1	1	2			12	4	16
	Pass-By (10%)	23			0	0	0			1	1	2
	Driveway	230			1	1	2			13	5	18
Existing Subtotal	Cumulative	14,985			957	298	1,255			617	895	1,512
	Pass-By	23			0	0	0			1	1	2
	Driveway	15,008			957	298	1,255			618	896	1,514

Description and Size	Trip Rate & Credits	ADT ^a	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
Trip Generation Summary												
Net Project Total (Proposed – Existing)	Cumulative	(2,066)			(239)	43	(196)			(52)	(176)	(228)
	Pass-By	(23)			0	0	0			(1)	(1)	(2)
	Driveway	(2,089)			(239)	43	(196)			(53)	(177)	(230)

Footnotes:

- Traffic volumes expressed in vehicles per day.
- Per the City's Trip Generation Manual, the hotel trip rate of 10 trips/ room was used.
- Trip rate for Hotel used with AM splits as 6 % ADT with 60:40 (In:Out). PM splits are 8% [percent](#) ADT with 60:40 (In:Out).
- A combined 5% [percent](#) mixed-use/ transit credit is assumed to account for interaction with Fashion Valley Mall and the transit center respectively.
- Based on the ULI shared parking manual, the hotel trip rate includes convention space up to 50 SF/ room. For 705 rooms, this is calculated as 35,250 SF. Convention Space exceeding 35,250 SF includes additional trip generation.
- 30 trips/ 1,000 SF calculated based on historical traffic count data at the project site as a part of the approved Atlas Specific Plan.
- The *City of San Diego Trip Generation Manual* does not include trip rates for Convention Space. Therefore, peak hour splits for Convention Space assumed to be similar to Commercial Office with heavy AM inbound and PM outbound trips. The AM splits are 13 % [percent](#) ADT with 90:10 (In:Out). PM splits are 14% [percent](#) ADT with 20:80 (In:Out).
- Trip rate for multi-family units over 20 DU/acre used with AM splits as 8 % [percent](#) ADT with 20:80 (In:Out). PM splits are 9% [percent](#) ADT with 70:30 (In:Out).
- Transit credits for residential land uses are 5% [percent](#) ADT, 9% [percent](#) AM and 6% [percent](#) PM peak hours.
- Community Mixed-use credits for residential land uses are 10% [percent](#) ADT, 8% [percent](#) AM and 10% [percent](#) PM peak hours.
- The existing spa is 14,298 SF that serves both hotel and non-hotel guests. To be conservative, only 50% [percent](#) of the spa square footage was assumed as credit toward its demolition to account for trips by non-hotel guests.
- Currently, there are several food and beverage establishments that total 25,652 SF. Most of these establishments are site serving with the exception of Kelly's restaurant. Therefore, to be conservative, a nominal amount of 2,304 SF (which is 50% [percent](#) of Kelly's Restaurant) was assumed as credit.

General Notes:

- All trip rates and percentages are based on the City of San Diego Trip Generation Manual, May 2003.
- Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By).
- Cumulative Trips—net new vehicles added to the network.
- Pass-By Trips—vehicles already on the street network diverting to the project site.

Table 4.2-12
Near-Term (Opening Day 2018) Intersection Operations

Intersection	Control Type	Peak Hour	Near-Term (Opening Day 2018)		Near-Term (Opening Day 2018) + Project Phase I		Δ ^c	Significant Impact?
			Delay ^a	LOS ^b	Delay	LOS		
1. Riverwalk Drive / Fashion Valley Road	Signal	AM	13.7	B	13.6	B	(0.1)	No
		PM	15.9	B	15.8	B	(0.1)	No
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM	8.1	A	8.1	A	0.0	No
		PM	12.7	B	12.6	B	(0.1)	No
3. Camino De La Reina / Avenida Del Rio	Signal	AM	7.2	A	7.1	A	(0.1)	No
		PM	10.5	B	10.5	B	0.0	No
4. Fashion Valley Road / Private Drive E ^d	MSSC ^e	AM	10.4	B	9.1	A	(1.3)	No
		PM	14.4	B	9.7	A	(4.7)	No
5. Fashion Valley Road / Private Drive B ^d	MSSC ^e	AM	10.5	B	9.2	A	(1.3)	No
		PM	13.5	B	0.0 ^f	A	(13.5)	No
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM	36.9	E	27.1	D	(9.8)	No
		PM	48.3	E	42.4	E	(5.9)	No
7. Hotel Circle N. / Fashion Valley Road	Signal	AM	18.4	B	17.8	B	(0.6)	No
		PM	23.8	C	21.1	C	(2.7)	No
8. Hotel Circle N. / Private Drive A	MSSC ^e	AM	12.5	B	14.7	B	2.2	No
		PM	15.3	C	8.5	A	(6.8)	No
9. Hotel Circle N. / Camino De La Reina	Signal	AM	11.1	B	10.6	B	(0.5)	No
		PM	20.5	C	17.8	B	(2.7)	No
10. Camino De La Reina / Private Drive D ^d	MSSC ^e	AM	10.1	B	9.7	A	(0.4)	No
		PM	16.8	C	0.0 ^f	A	(16.8)	No
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM	15.4	C	13.8	B	(1.6)	No
		PM	35.5	E	34.1	D	(1.4)	No
12. Hotel Circle S. / Bachman Place	Signal	AM	22.8	C	21.1	C	(1.7)	No
		PM	28.6	C	27.2	C	(1.4)	No
Footnotes:								
a. Average delay expressed in seconds per vehicle.					SIGNALIZED		UNSIGNALIZED	
b. Level of Service.					DELAY/LOS THRESHOLDS		DELAY/LOS THRESHOLDS	
c. “Δ” denotes the project-induced increase in delay.								
d. Inbound and outbound left-turns were assumed to be prohibited in the “with project” scenario.					Delay	LOS	Delay	LOS
e. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for Near-Term (Opening Day 2018) condition.					0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
f. No delay reported as project volumes are lower than existing volumes on the minor street movements.					10.1 to 20.0	B	10.1 to 15.0	B
					20.1 to 35.0	C	15.1 to 25.0	C
					35.1 to 55.0	D	25.1 to 35.0	D
General Notes:					55.1 to 80.0	E	35.1 to 50.0	E
1. Bold typeface indicates intersections operating at LOS E or worse.					≥ 80.1	F	≥ 50.1	F
2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.								

Table 4.2-13
Near-Term (Opening Day 2018) Street Segment Operations

Street Segment	Functional Classification	Capacity (LOS E) ^a	Near-Term			Near-Term (Opening Day 2018) + Project Phase I			V/C Increase	Sig
			ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	7,096	E	0.887	6,946	E	0.868	(0.019)	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	3,870	C	0.484	3,870	C	0.484	0.000	No
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	9,480	C	0.632	8,990	C	0.599	(0.033)	No
Private Drive D to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	9,420	C	0.628	9,150	C	0.610	(0.018)	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	14,830	F	1.483	14,620	F	1.462	(0.021)	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	6,940	B	0.463	6,860	B	0.457	(0.006)	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	16,460	F	1.097	15,650	F	1.043	(0.054)	No
I-8 WB Ramps to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	14,180	E	0.945	13,670	E	0.911	(0.034)	No
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	14,240	E	0.949	13,400	E	0.893	(0.056)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	8,590	C	0.573	8,530	C	0.569	(0.004)	No
I-8 EB Ramps to	2-Lane Collector	15,000	12,920	D	0.861	12,140	D	0.809	(0.052)	No

Street Segment	Functional Classification	Capacity (LOS E) ^a	Near-Term			Near-Term (Opening Day 2018) + Project Phase I			V/C Increase	Sig
			ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
Bachman Place	(continuous left-turn lane)									
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	15,830	F	1.055	15,020	F	1.001	(0.054)	No
Fashion Valley Road										
N. of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500 ^e	9,048	B	0.402	8,888	B	0.395	(0.007)	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	9,392	C	0.626	9,082	C	0.605	(0.021)	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	9,762	C	0.651	9,262	C	0.617	(0.034)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	9,882	C	0.659	9,342	C	0.623	(0.036)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	9,770	A	0.326	9,710	A	0.324	(0.002)	No
Footnotes: a. Capacities based on City of San Diego Roadway Classification Table. b. Average Daily Traffic Volumes. c. Level of Service. d. Volume to Capacity. e. A Collector capacity averaged between 30,000 and 15,000 ADT (i.e., 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only. General Notes: 1. Bold typeface indicates segments operating at LOS E or worse. 2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use										

Table 4.2-14a
Near-Term (Opening Day 2018) Freeway Segment Operations – AM Peak Hour

Freeway and Segment	Near-Term (Opening Day 2018) ADT	Direction & Number of Lanes		Capacity ^a	Near-Term		Near-Term (Opening Day 2018) + Project Phase I		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C ^b	LOS ^c		
SR-163										
Friars to I-8	178,890	NB Mainlines	4M+2CD+1A	13,200	0.564	B	0.567	B	0.003	No
		SB Mainlines	4M+ 2A	10,400	0.608	B	0.606	B	(0.002)	No
South of I-8	182,300	NB Mainlines	3M+ 1A	7,200	0.889	D	0.883	D	(0.006)	No
		SB Mainlines	4M	8,000	0.745	C	0.748	C	0.003	No
I-8										
West of Hotel Circle	201,570	EB Mainlines	4M	8,000	0.783	C	0.777	C	(0.006)	No
		WB Mainlines	4M+ 1A	9,200	0.760	C	0.763	C	0.003	No
Hotel Circle to SR-163	196,750	EB Mainlines	4M+ 1A	9,200	0.702	C	0.711	C	0.009	No
		WB Mainlines ^d	4M+ 1A	9,200	0.746	C	0.746	C	0.000	No
Footnotes:										
a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)							LOS	V/C	LOS	V/C
							A	<0.41	F(0)	1.25
							B	0.62	F(1)	1.35
							C	0.80	F(2)	1.45
b. Volume to Capacity							D	0.92	F(3)	>1.46
							E	1.00		
c. Level of Service										
d. The Town & Country Project does not add project traffic to I-8 WB mainlines.										
General Notes:										
1. See Appendix J for calculation sheets and Near-Term (Opening Day 2018) + Project ADTs.										
2. Bold typeface indicates segments operating at LOS E or F.										
3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.										

Table 4.2-14b
Near-Term (Opening Day 2018) Freeway Segment Operations – PM Peak Hour

Freeway and Segment	Near-Term (Opening Day 2018) ADT	Direction & Number of Lanes		Capacity ^a	Near-Term		Near-Term (Opening Day 2018) + Project Phase I		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C ^b	LOS ^c		
SR-163										
Friars to I-8	178,890	NB Mainlines	4M+2CD+1A	13,200	0.531	B	0.530	B	(0.001)	No
		SB Mainlines	4M+ 2A	10,400	0.630	C	0.632	C	0.002	No
South of I-8	182,300	NB Mainlines	3M+ 1A	7,200	0.977	E	0.978	E	0.001	No
		SB Mainlines	4M	8,000	0.806	D	0.802	D	(0.004)	No
I-8										
West of Hotel Circle	201,570	EB Mainlines	4M	8,000	0.765	C	0.766	C	0.001	No
		WB Mainlines	4M+ 1A	9,200	0.766	C	0.763	C	(0.003)	No
Hotel Circle to SR-163	196,750	EB Mainlines	4M+ 1A	9,200	0.756	C	0.750	C	(0.006)	No
		WB Mainlines ^d	4M+ 1A	9,200	0.719	C	0.719	C	0.000	No
Footnotes:										
a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)							LOS	V/C	LOS	V/C
							A	<0.41	F(0)	1.25
							B	0.62	F(1)	1.35
							C	0.80	F(2)	1.45
							D	0.92	F(3)	>1.46
							E	1.00		
b. Volume to Capacity.										
c. Level of Service.										
d. The Town & Country Project does not add project traffic to I-8 WB mainlines.										
General Notes:										
1. See Appendix J for calculation sheets and Near-Term (Opening Day 2018) + Project ADTs.										
2. Bold typeface indicates segments operating at LOS E.										
3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.										

LOS	V/C	LOS	V/C
A	<0.41	F(0)	1.25
B	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

Table 4.2-15
Year 2022 Trip Generation Table – Project Phase II

Description and Size	Trip Rate & Credits	ADT ^a	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
Year 2018												
Hotel^b 700 Rooms (reduced from existing 954 rooms)	Trip Rate (10.0 / Room) ^c	7,000	6%	60:40	252	168	420	8%	60:40	336	224	560
	Transit / Mixed-Use Credit (5%) ^d	-350			-23	-15	-38			-20	-14	-34
	Cumulative (100%)	6,650			229	153	382			316	210	526
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	6,650			229	153	382			316	210	526
Convention Space Overall: 177,137 sq. ft ^{feet} Ancillary ^e : 700 rooms x 50 sq. ft ^{feet} /room = 35,000 sq. ft ^{feet} Effective: 177,137 – 35,000 = 142,137 sq. ft ^{feet}	Trip Rate (30 / 1,000 sq. ft ^{feet}) ^{f,g}	4,264	13%	90:10	499	55	554	14%	20:80	119	478	597
	Transit / Mixed-Use Credit (5%) ^d	-213			-45	-5	-50			-7	-29	-36
	Cumulative (100%)	4,051			454	50	504			112	449	561
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	4,051			454	50	504			112	449	561
Residential Parcel 1 160 Dwelling Units in 1.870 acres (Over 20 DU/ac)	Trip Rate (6 / DU) ^h	960	8%	20:80	15	62	77	9%	70:30	60	26	86
	Transit Credit (5%) ⁱ	-48			-1	-6	-7			-4	-1	-5
	Mixed-use Credit (10%) ^j	-96			-1	-5	-6			-6	-3	-9
	Cumulative (100%)	816			13	51	64			50	22	72
	Pass-By (0%)	0			0	0	0			0	0	0
Residential Parcel 2 275 Dwelling Units in 2.53 acres (Over 20 DU/ac)	Trip Rate (6 / DU) ^h	1,650	8%	20:80	26	106	132	9%	70:30	104	45	149
	Transit Credit (5%) ⁱ	-83			-2	-10	-12			-6	-3	-9
	Mixed-use Credit (10%) ^j	-165			-2	-9	-11			-11	-4	-15
	Cumulative (100%)	1,402			22	87	109			87	38	125
	Pass-By (0%)	0			0	0	0			0	0	0
Year 2022	Trip Rate (6 / DU) ^h	1,530	8%	20:80	24	98	122	9%	70:30	97	41	138
	Transit Credit (5%) ⁱ	-76			-3	-8	-11			-5	-3	-8
	Mixed-use Credit (10%) ^j	-153			-3	-8	-11			-9	-6	-15
	Cumulative (100%)	1,301			18	82	100			83	32	115
	Pass-By (0%)	0			0	0	0			0	0	0
Residential Parcel 3 255 Dwelling Units in 1.992 acres (Over 20 DU/ac) (new use)	Trip Rate (6 / DU) ^h	1,530	8%	20:80	24	98	122	9%	70:30	97	41	138
	Transit Credit (5%) ⁱ	-76			-3	-8	-11			-5	-3	-8
	Mixed-use Credit (10%) ^j	-153			-3	-8	-11			-9	-6	-15
	Cumulative (100%)	1,301			18	82	100			83	32	115
	Pass-By (0%)	0			0	0	0			0	0	0
Residential Parcel 4 150 Dwelling Units in 1.3725 acres (Over 20 DU/ac) (new use)	Trip Rate (6 / DU) ^h	900	8%	20:80	14	58	72	9%	70:30	57	24	81
	Transit Credit (5%) ⁱ	-45			-1	-5	-6			-4	-1	-5
	Mixed-use Credit (10%) ^j	-90			-1	-5	-6			-6	-2	-8
	Cumulative (100%)	765			12	48	60			47	21	68

Description and Size	Trip Rate & Credits	ADT ^a	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	765			12	48	60			47	21	68
<i>Proposed Subtotal</i>	<i>Cumulative</i>	<i>14,985</i>			<i>748</i>	<i>471</i>	<i>1,219</i>			<i>695</i>	<i>772</i>	<i>1,467</i>
	<i>Pass-By</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>
	<i>Driveway</i>	<i>14,985</i>			<i>748</i>	<i>471</i>	<i>1,219</i>			<i>695</i>	<i>772</i>	<i>1,467</i>
Existing												
Hotel 954 Rooms	Trip Rate (10.0 / Room)	9,540	6%	60:40	343	229	572	8%	60:40	458	305	763
	<i>Transit / Mixed-Use Credit</i> <i>(0%)</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>
	Cumulative (100%)	9,540			343	229	572			458	305	763
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	9,540			343	229	572			458	305	763
Convention Space Overall: 212,762 sq. ft feet Ancillary: 954 rooms x 50 sq. ft feet/room = 47,700 sq. ft feet Effective: 212,762 – 47,700 = 165,062 sq. ft feet	Trip Rate (30 / 1,000 sq. ft feet)	4,952	13%	90:10	580	64	644	14%	20:80	139	554	693
	<i>Transit / Mixed-Use Credit</i> <i>(0%)</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>
	Cumulative (100%)	4,952			580	64	644			139	554	693
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	4,952			580	64	644			139	554	693
Spa Overall: 14,298 sq. ft feet Effective (50%): 7,149 sq. ft feet ^k	Trip Rate (40 / 1,000 sq. ft feet)	286	13%	90:10	33	4	37	14%	20:80	8	32	40
	<i>Transit / Mixed-Use Credit</i> <i>(0%)</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>
	Cumulative (100%)	286			33	4	37			8	32	40
	Pass-By (0%)	0			0	0	0			0	0	0
	Driveway	286			33	4	37			8	32	40
Restaurants Overall: 25,652 sq. ft feet Effective: 2,304 sq. ft feet ^l	Trip Rate (100 / 1,000 sq. ft feet)	230	1%	60:40	1	1	2	8%	70:30	13	5	18
	<i>Transit / Mixed-Use Credit</i> <i>(0%)</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>			<i>0</i>	<i>0</i>	<i>0</i>
	Cumulative (90%)	207			1	1	2			12	4	16
	Pass-By (10%)	23			0	0	0			1	1	2
	Driveway	230			1	1	2			13	5	18
<i>Existing Subtotal</i>	<i>Cumulative</i>	<i>14,985</i>			<i>957</i>	<i>298</i>	<i>1,255</i>			<i>617</i>	<i>895</i>	<i>1,512</i>
	<i>Pass-By</i>	<i>23</i>			<i>0</i>	<i>0</i>	<i>0</i>			<i>1</i>	<i>1</i>	<i>2</i>
	<i>Driveway</i>	<i>15,008</i>			<i>957</i>	<i>298</i>	<i>1,255</i>			<i>618</i>	<i>896</i>	<i>1,514</i>
Trip Generation Summary												
<i>Net Project Total</i> <i>(Proposed – Existing)</i>	<i>Cumulative</i>	<i>0</i>			<i>(209)</i>	<i>173</i>	<i>(36)</i>			<i>78</i>	<i>(123)</i>	<i>(45)</i>
	<i>Pass-By</i>	<i>(23)</i>			<i>0</i>	<i>0</i>	<i>0</i>			<i>(1)</i>	<i>(1)</i>	<i>(2)</i>
	<i>Driveway</i>	<i>(23)</i>			<i>(209)</i>	<i>173</i>	<i>(36)</i>			<i>77</i>	<i>(124)</i>	<i>(47)</i>

Footnotes:

Description and Size	Trip Rate & Credits	ADT ^a	AM Peak Hour					PM Peak Hour				
			% of ADT	In: Out Split	Volume			% of ADT	In: Out Split	Volume		
					In	Out	Total			In	Out	Total

- A. Traffic volumes expressed in vehicles per day.
- B. Per the City's Trip Generation Manual, the hotel trip rate of 10 trips/ room was used.
- C. Trip rate for Hotel used with AM splits as 6 % ADT with 60:40 (In:Out). PM splits are 8% [percent](#) ADT with 60:40 (In:Out).
- D. No transit credits assumed for hotel land uses.
- E. Based on the ULI shared parking manual, the hotel trip rate includes convention space up to 50 SF/ room. For 705 rooms, this is calculated as 35,250 SF. Convention Space exceeding 35,250 SF includes additional trip generation.
- F. 30 trips/ 1,000 SF calculated based on historical traffic count data at the project site as a part of the approved Atlas Specific Plan.
- G. The *City of San Diego Trip Generation Manual* does not include trip rates for Convention Space. Therefore, peak hour splits for Convention Space assumed to be similar to Commercial Office with heavy AM inbound and PM outbound trips. The AM splits are 13 % [percent](#) ADT with 90:10 (In:Out). PM splits are 14% [percent](#) ADT with 20:80 (In:Out).
- H. Trip rate for multi-family units over 20 DU/acre used with AM splits as 8 % [percent](#) ADT with 20:80 (In:Out). PM splits are 9% [percent](#) ADT with 70:30 (In:Out).
- I. Transit credits for residential land uses are 5% [percent](#) ADT, 9% [percent](#) AM and 6% [percent](#) PM peak hours.
- J. Community Mixed-use credits for residential land uses are 10% [percent](#) ADT, 8% [percent](#) AM and 10% [percent](#) PM peak hours.
- K. The existing spa is 14,298 SF that serves both hotel and non-hotel guests. To be conservative, only 50% [percent](#) of the spa square footage was assumed as credit toward its demolition to account for trips by non-hotel guests.
- L. Currently, there are several food and beverage establishments that total 25,652 SF. Most of these establishments are site serving with the exception of Kelly's restaurant. Therefore, to be conservative, a nominal amount of 2,304 SF (which is 50% [percent](#) of Kelly's Restaurant) was assumed as credit.

General Notes:

1. All trip rates and percentages are based on the City of San Diego Trip Generation Manual, May 2003.
2. Driveway Trips—vehicles entering and exiting project driveways (Driveway = Cumulative + Pass-By).
3. Cumulative Trips—net new vehicles added to the network.
4. Pass-By Trips—vehicles already on the street network diverting to the project site.

Table 4.2-16
Year 2022 (Phase II) Intersection Operations

Intersection	Control Type	Peak Hour	Year 2022		Year 2022 + Project Phase II		Δ ^c	Significant Impact?
			Delay ^a	LOS ^b	Delay	LOS		
1. Riverwalk Drive / Fashion Valley Road	Signal	AM	13.8	B	13.7	B	(0.1)	No
		PM	16.2	B	16.4	B	0.2	No
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM	8.2	A	8.2	A	0.0	No
		PM	14.0	B	13.9	B	(0.1)	No
3. Camino De La Reina / Avenida Del Rio	Signal	AM	7.2	A	7.1	A	(0.1)	No
		PM	11.4	B	11.4	B	0.0	No
4. Fashion Valley Road / Private Drive E ^d	MSSC ^e	AM	10.6	B	9.4	A	(1.2)	No
		PM	15.3	C	10.0	B	(5.3)	No
5. Fashion Valley Road / Private Drive B ^d	MSSC ^e	AM	10.7	B	9.3	A	(1.4)	No
		PM	14.2	B	0.0 ^f	A	(14.2)	No
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM	39.1	E	38.3	E	(0.8)	No
		PM	51.0	F	50.5	F	(0.5)	No
7. Hotel Circle N. / Fashion Valley Road	Signal	AM	18.9	B	18.3	B	(0.6)	No
		PM	26.5	C	26.3	C	(0.2)	No
8. Hotel Circle N. / Private Drive A	MSSC ^e	AM	13.0	B	14.8	B	1.8	No
		PM	16.2	C	9.0	A	(7.2)	No
9. Hotel Circle N. / Camino De La Reina	Signal	AM	11.6	B	12.5	B	0.9	No
		PM	25.7	C	25.2	C	(0.5)	No
10. Camino De La Reina / Private Drive D ^d	MSSC ^e	AM	10.3	B	10.6	B	0.3	No
		PM	18.1	C	13.2	B	(4.9)	No
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM	17.5	C	17.8	C	0.3	No
		PM	38.2	E	37.8	E	(0.4)	No
12. Hotel Circle S. / Bachman Place	Signal	AM	24.2	C	24.3	C	0.1	No
		PM	33.1	C	32.6	C	(0.5)	No
Footnotes:								
a. Average delay expressed in seconds per vehicle.			SIGNALIZED			UNSIGNALIZED		
b. Level of Service.			DELAY/LOS THRESHOLDS			DELAY/LOS THRESHOLDS		
c. “Δ” denotes the project-induced increase in delay.								
d. Inbound and outbound left-turns were assumed to be prohibited in the “with project” scenario.			Delay		LOS	Delay		LOS
e. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for Year 2022 condition.			0.0 ≤ 10.0		A	0.0 ≤ 10.0		A
f. No delay reported as project volumes are lower than existing volumes on the minor street movements.			10.1 to 20.0		B	10.1 to 15.0		B
			20.1 to 35.0		C	15.1 to 25.0		C
			35.1 to 55.0		D	25.1 to 35.0		D
			55.1 to 80.0		E	35.1 to 50.0		E
			≥ 80.1		F	≥ 50.1		F
General Notes:								
1. Bold typeface indicates intersections operating at LOS E or worse.								
2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.								

Table 4.2-17
Year 2022 Street Segment Operations

Street Segment	Functional Classification	Capacity (LOS E) ^a	Year 2022			Year 2022 + Project Phase II			V/C Increase	Sig
			ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	7,680	E	0.960	7,610	E	0.951	(0.009)	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	4,190	C	0.524	4,190	C	0.524	0.000	No
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	10,260	D	0.684	10,610	D	0.707	0.023	No
Private Drive D to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	10,200	D	0.680	10,140	D	0.676	(0.004)	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	16,050	F	1.605	16,050	F	1.605	0.000	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	7,510	C	0.501	7,510	C	0.501	0.000	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	17,820	F	1.188	17,750	F	1.183	(0.005)	No
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	15,350	F	1.023	15,610	F	1.041	0.018	Yes
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	15,410	F	1.027	14,920	E	0.995	(0.033)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	9,300	C	0.620	9,300	C	0.620	0.000	No
I-8 EB Ramps to Bachman Place	2-Lane Collector (continuous left-turn lane)	15,000	13,990	E	0.933	13,930	E	0.929	(0.004)	No
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	17,130	F	1.142	17,060	F	1.137	(0.005)	No
Fashion Valley Road										
N. of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500 ^e	9,790	B	0.435	9,920	B	0.441	0.006	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	10,170	D	0.678	10,230	D	0.682	0.004	No

Street Segment	Functional Classification	Capacity (LOS E) ^a	Year 2022			Year 2022 + Project Phase II			V/C Increase	Sig
			ADT ^b	LOS ^c	V/C ^d	ADT ^b	LOS ^c	V/C ^d		
Private Drive E to Private Drive B	4-Lane Collector	15,000	10,570	D	0.705	10,420	D	0.695	(0.010)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	10,700	D	0.713	10,500	D	0.700	(0.013)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	10,580	B	0.353	10,520	B	0.351	(0.002)	No
<p>Footnotes:</p> <ul style="list-style-type: none"> <i>a.</i> Capacities based on City of San Diego Roadway Classification Table. <i>b.</i> Average Daily Traffic Volumes. <i>c.</i> Level of Service. <i>d.</i> Volume to Capacity. <i>e.</i> A Collector capacity averaged between 30,000 and 15,000 ADT (i.e., 22,500 ADT) was selected to account for mid-block left-turn pocket and reduced friction from driveways restricted to right-turns only. <p>General Notes:</p> <ul style="list-style-type: none"> 1. Bold typeface indicates segments operating at LOS E or worse. 2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use. 										

Table 4.2-18a
Year 2022 Freeway Segment Operations – AM Peak Hour

Freeway and Segment	Year 2022 ADT	Direction & Number of Lanes		Capacity ^a	Year 2022		Year 2022 + Project Phase II		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C ^b	LOS ^c		
SR-163										
Friars to I-8	195,570	NB Mainlines	4M+2CD+1A	13,200	0.677	C	0.680	C	0.003	No
		SB Mainlines	4M+ 2A	10,400	0.740	C	0.738	C	(0.002)	No
South of I-8	193,100	NB Mainlines	3M+ 1A	7,200	0.993	E	0.987	E	(0.006)	No
		SB Mainlines	4M	8,000	0.832	D	0.834	D	0.002	No
I-8										
West of Hotel Circle	215,390	EB Mainlines	4M	8,000	0.833	D	0.827	D	(0.006)	No
		WB Mainlines	4M+ 1A	9,200	0.806	D	0.809	D	0.003	No
Hotel Circle to SR-163	209,230	EB Mainlines	4M+ 1A	9,200	0.747	C	0.756	C	0.009	No
		WB Mainlines ^d	4M+ 1A	9,200	0.791	C	0.791	C	0.000	No

Footnotes:

a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane).

Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)

b. Volume to Capacity

c. Level of Service

d. The Town & Country Project does not add project traffic to I-8 WB mainlines.

General Notes:

1. See *Appendix M* for calculation sheets and Year 2022 + Project ADTs.

2. **Bold** typeface indicates segments operating at LOS E.

3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

LOS	V/C	LOS	V/C
A	<0.41	F(0)	1.25
B	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

Table 4.2-18b
Year 2022 Freeway Segment Operations—PM Peak Hour

Freeway and Segment	Year 2022 ADT	Direction & Number of Lanes		Capacity ^a	Year 2022		Year 2022 + Project Phase II		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C ^b	LOS ^c		
SR-163										
Friars to I-8	195,570	NB Mainlines	4M+2CD+1A	13,200	0.624	C	0.623	C	(0.001)	No
		SB Mainlines	4M+ 2A	10,400	0.727	C	0.729	C	0.002	No
South of I-8	193,100	NB Mainlines	3M+ 1A	7,200	1.101	F(0)	1.101	F(0)	0.000	No
		SB Mainlines	4M	8,000	0.911	D	0.908	D	(0.003)	No
I-8										
West of Hotel Circle	215,390	EB Mainlines	4M	8,000	0.843	D	0.844	D	0.001	No
		WB Mainlines	4M+ 1A	9,200	0.852	D	0.848	D	(0.004)	No
Hotel Circle to SR-163	209,230	EB Mainlines	4M+ 1A	9,200	0.831	D	0.825	D	(0.006)	No
		WB Mainlines ^d	4M+ 1A	9,200	0.801	D	0.801	D	0.000	No

Footnotes:

- a. Capacity calculated at 2,000 vehicles / lane per mainline lane, 2,000 vehicles / lane per collector distributor lane and 1,200 vehicles / lane per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane).
Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)
- b. Volume to Capacity.
- c. Level of Service.
- d. The Town & Country Project does not add project traffic to I-8 WB mainlines.

LOS	V/C	LOS	V/C
A	<0.41	F(0)	1.25
B	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

General Notes:

- See *Appendix M* for calculation sheets and Year 2022 + Project ADTs.
- Bold** typeface indicates segments operating at LOS F.
- Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

Table 4.2-19
Year 2035 (Horizon Year) Planned Improvements

Project Name (Community/Project No.)	Improvements	Schedule/ Funding
Camino De La Reina Extension – Fashion Valley Road to Via las Cumbres (Mission Valley / MV-7)	The Levi-Cushman Specific Plan will provide for the construction of Camino De La Reina as a four lane major Street between Fashion Valley Road and Via las Cumbres. In association with this project, the intersection of Avenida Del Rio and Fashion Valley Road was assumed to be widened in the eastbound direction to include one dedicated left-turn lane, one thru lane and one dedicated right-turn lane with right-turn overlap phasing and restriped in the westbound direction to include one dedicated left-turn lane and one shared thru / right-turn lane. Development agreements have expired but included as a reasonably planned improvement to access the Levi Cushman site.	Project expected to be completed by 2035. <i>100% subdivider funding (Levi-Cushman Specific Plan)</i>
Via Las Cumbres Extension (Mission Valley / MV-13)	The Levi-Cushman Specific Plan will construct Via Las Cumbres between Friars Road and Hotel Circle N.	Project expected to be completed by 2035. <i>100% subdivider funding (Levi-Cushman Specific Plan)</i>
Hazard Center Drive Extension (Mission Valley / MV-15)	The Hazard Center Redevelopment project will extend Hazard Center Drive under SR-163. Based on coordination with City, only a 2-lane facility is proposed.	Project expected to be completed by 2035. <i>100% subdivider funding required for Hazard Center Redevelopment project to proceed.</i>

Table 4.2-20
Year 2035 (Horizon Year) Intersection Operations

Intersection	Control Type	Peak Hour	Year 2035 (Horizon Year)		Year 2035 (Horizon Year) + Project		Δ ^c	Significant Impact?
			Delay ^a	LOS ^b	Delay	LOS		
1. Riverwalk Drive / Fashion Valley Road	Signal	AM	26.8	C	26.9	C	0.1	No
		PM	51.3	D	52.7	D	1.4	No
2. Riverwalk Drive / Avenida Del Rio	All-Way Stop	AM	24.9	C	25.9	D	1.0	No
		PM	62.1	F	62.1	F	0.0	No
3. Camino De La Reina / Avenida Del Rio	Signal	AM	8.9	A	9.2	A	0.3	No
		PM	39.7	D	41.2	D	1.5	No
4. Fashion Valley Road / Private Drive E ^d	MSSC ^e	AM	22.5	C	12.0	B	(10.5)	No
		PM	55.6	F	12.4	B	(43.2)	No
5. Fashion Valley Road / Private Drive B ^d	MSSC ^e	AM	14.0	B	11.3	B	(2.7)	No
		PM	21.3	C	12.7	B	(8.6)	No
6. Hotel Circle N. / I-8 WB Ramps	All-Way Stop	AM	55.5	F	55.0	F	(0.5)	No
		PM	61.5	F	61.3	F	(0.2)	No
7. Hotel Circle N. / Fashion Valley Road	Signal	AM	55.1	E	41.9	D	(13.2)	No
		PM	102.2	F	97.0	F	(5.2)	No
8. Hotel Circle N. / Private Drive A ^f	MSSC ^e	AM	>100.0	F	19.5	C	–	No
		PM	>100.0	F	19.6	C	–	No
9. Hotel Circle N. / Camino De La Reina ^f	Signal	AM	23.2	C	24.8	C	1.6	No
		PM	92.6	F	60.1	E	(32.5)	No
10. Camino De La Reina / Private Drive D ^d	MSSC ^e	AM	10.9	B	11.3	B	0.4	No
		PM	15.3	C	15.3	C	0.0	No
11. Hotel Circle S. / I-8 EB Ramps	All-Way Stop	AM	57.1	F	57.2	F	0.1	No
		PM	64.4	F	64.2	F	(0.2)	No
12. Hotel Circle S. / Bachman Place	Signal	AM	45.1	D	45.0	D	(0.1)	No
		PM	69.9	E	67.5	E	(2.4)	No
Footnotes:								
a. Average delay expressed in seconds per vehicle.			SIGNALIZED			UNSIGNALIZED		
b. Level of Service.			DELAY/LOS THRESHOLDS			DELAY/LOS THRESHOLDS		
c. “Δ” denotes the project-induced increase in delay.			Delay		LOS	Delay		LOS
d. Inbound and outbound left-turns were assumed to be prohibited in the “with project” scenario.			0.0 ≤ 10.0		A	0.0 ≤ 10.0		A
			10.1 to 20.0		B	10.1 to 15.0		B
e. MSSC – Minor-Street Stop Controlled intersection. Minor street left turn delay is reported for Year 2035 (Horizon Year) condition.			20.1 to 35.0		C	15.1 to 25.0		C
			35.1 to 55.0		D	25.1 to 35.0		D
			55.1 to 80.0		E	35.1 to 50.0		E
f. Includes project frontage improvements in the “with project scenarios” on Hotel Circle N. and Camino De La Reina.			≥ 80.1		F	≥ 50.1		F
General Notes:								
1. Bold typeface indicates intersections operating at LOS E or worse.								
2. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.								

Table 4.2-21
Year 2035 (Horizon Year) Street Segment Operations

Street Segment	Functional Classification	Capacity (LOS E) ^a	Year 2035 (Horizon Year)			Year 2035 (Horizon Year) + Project			V/C Increase	Sig
			ADT ^a	LOS ^c	V/C ^b	ADT ^a	LOS ^c	V/C ^d		
Riverwalk Drive										
Fashion Valley Road to Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	26,240	F	3.280	26,300	F	3.288	0.008	No
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	17,170	F	2.146	17,600	F	2.200	0.054	Yes
Camino De La Reina										
Hotel Circle N. to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	16,720	F	1.115	17,200	F	1.147	0.032	Yes
Private Drive A to Avenida Del Rio	2-Lane Collector (continuous left-turn lane)	15,000	18,760	F	1.251	19,000	F	1.267	0.016	No
Avenida Del Rio to Camino De La Siesta	2-Lane Collector	10,000	20,200	F	2.020	20,200	F	2.020	0.000	No
Hotel Circle N.										
West of I-8 WB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	23,680	F	1.579	23,600	F	1.573	(0.006)	No
I-8 WB Ramps to Fashion Valley Road	3-Lane Collector (no center lane)	15,000	34,760	F	2.317	34,500	F	2.300	(0.017)	No
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	24,990	F	1.666	25,100	F	1.673	0.007	No
Private Drive A to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	25,330	F	1.689	24,900	F	1.660	(0.029)	No
Hotel Circle S.										
West of I-8 EB Ramps	2-Lane Collector (continuous left-turn lane)	15,000	19,540	F	1.303	19,500	F	1.300	(0.003)	No
I-8 EB Ramps to	2-Lane Collector	15,000	22,710	F	1.514	22,500	F	1.500	(0.014)	No

Street Segment	Functional Classification	Capacity (LOS E) ^a	Year 2035 (Horizon Year)			Year 2035 (Horizon Year) + Project			V/C Increase	Sig
			ADT ^a	LOS ^c	V/C ^b	ADT ^a	LOS ^c	V/C ^d		
Bachman Place	(continuous left-turn lane)									
Bachman Place to Camino De La Reina	2-Lane Collector (continuous left-turn lane)	15,000	20,820	F	1.388	20,600	F	1.373	(0.015)	No
Fashion Valley Road										
N. of Riverwalk Drive	4-Lane Collector (exclusive left-turn lanes)	22,500 ^e	18,040	D	0.802	18,000	D	0.800	(0.002)	No
Riverwalk Drive to Private Drive E	4-Lane Collector	15,000	28,200	F	1.880	28,300	F	1.887	0.007	No
Private Drive E to Private Drive B	4-Lane Collector	15,000	28,450	F	1.897	28,300	F	1.887	(0.010)	No
Private Drive B to Hotel Circle N.	4-Lane Collector	15,000	28,500	F	1.900	28,300	F	1.887	(0.013)	No
Avenida Del Rio										
Riverwalk Drive to Camino De La Reina	4-Lane Collector	30,000	25,760	E	0.859	26,000	E	0.867	0.008	No
Footnotes: d. Capacities based on City of San Diego Roadway Classification Table. e. Average Daily Traffic Volumes. f. Level of Service. g. Volume to Capacity. General Notes: 1. Bold typeface indicates segments operating at LOS E or worse.										

Table 4.2-22a
Year 2035 (Horizon Year) Freeway Segment Operations – AM Peak Hour

Freeway and Segment	2035 ADT	Direction & Number of Lanes		Capacity ^a	Year 2035 (Horizon Year)		Year 2035 (Horizon Year) + Project		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C ^b	LOS ^c		
SR-163										
Friars to I-8	225,270	NB Mainlines	4M+2CD+1A	13,200	0.847	D	0.850	D	0.002	No
		SB Mainlines	4M+ 2A	10,400	0.928	E	0.925	E	(0.002)	No
South of I-8	211,460	NB Mainlines	3M+ 1A	7,200	1.154	F(0)	1.148	F(0)	(0.006)	No
		SB Mainlines	4M	8,000	0.963	E	0.965	E	0.002	No
I-8										
West of Hotel Circle	238,250	EB Mainlines	4M	8,000	0.916	D	0.910	D	(0.006)	No
		WB Mainlines	4M+ 1A	9,200	0.881	D	0.883	D	0.002	No
Hotel Circle to SR-163	229,840	EB Mainlines	4M+ 1A	9,200	0.828	D	0.835	D	0.008	No
		WB Mainlines ^d	4M+ 1A	9,200	0.842	D	0.842	D	0.000	No

Footnotes:

a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane).

Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)

b. Volume to Capacity

c. Level of Service

d. The Town & Country Project does not add project traffic to I-8 WB mainlines.

LOS	V/C	LOS	V/C
A	<0.41	F(0)	1.25
B	0.62	F(1)	1.35
C	0.80	F(2)	1.45
D	0.92	F(3)	>1.46
E	1.00		

General Notes:

1. See *Appendix P* for calculation sheets and Year 2035 (Horizon Year) + Project ADTs.

2. **Bold** typeface indicates segments operating at LOS E or worse.

3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.

Table 4.2-22b
Year 2035 (Horizon Year) Freeway Segment Operations – PM Peak Hour

Freeway and Segment	2035 ADT	Direction & Number of Lanes		Capacity ^a	Year 2035 (Horizon Year)		Year 2035 (Horizon Year) + Project		V/C Delta	Significant
					V/C ^b	LOS ^c	V/C ^b	LOS ^c		
SR-163										
Friars to I-8	225,270	NB Mainlines	4M+2CD+1A	13,200	0.764	C	0.763	C	(0.001)	No
		SB Mainlines	4M+ 2A	10,400	0.889	D	0.890	D	0.001	No
South of I-8	211,460	NB Mainlines	3M+ 1A	7,200	1.303	F(1)	1.303	F(1)	0.000	No
		SB Mainlines	4M	8,000	1.080	F(0)	1.076	F(0)	(0.004)	No
I-8										
West of Hotel Circle	238,250	EB Mainlines	4M	8,000	0.978	E	0.978	E	0.000	No
		WB Mainlines	4M+ 1A	9,200	0.989	E	0.986	E	(0.004)	No
Hotel Circle to SR-163	229,840	EB Mainlines	4M+ 1A	9,200	1.058	F(0)	1.052	F(0)	(0.006)	No
		WB Mainlines ^d	4M+ 1A	9,200	0.909	D	0.909	D	0.000	No
Footnotes:										
a. Capacity calculated at 2,000 vehicles / hour per mainline lane, 2,000 vehicles / hour per collector distributor lane and 1,200 vehicles / hour per aux lane (M: Mainline, CD: Collector Distributor, A: Auxiliary Lane). Example: 4M+2A=4 Mainlines + 2 Auxiliary Lanes)							LOS	V/C	LOS	V/C
							A	<0.41	F(0)	1.25
							B	0.62	F(1)	1.35
							C	0.80	F(2)	1.45
							D	0.92	F(3)	>1.46
							E	1.00		
b. Volume to Capacity										
c. Level of Service										
d. The Town & Country Project does not add project traffic to I-8 WB mainlines.										
General Notes:										
1. See Appendix P for calculation sheets and Year 2035 (Horizon Year) + Project ADTs.										
2. Bold typeface indicates segments operating at LOS E or worse.										
3. Negative Δ calculated as the reduction of traffic from the demolition of existing uses is greater than the traffic added from the proposed residential use.										

Table 4.2-23
Existing + Project Significant Impacts

Facility Type	Location
Intersections	None
Street Segments	Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS E)
Freeway Segments	None

Table 4.2-24
Year 2022 + Project Significant Impacts

Facility Type	Location
Intersections	None
Street Segments	Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
Freeway Segments	None

Table 4.2-25
Year 2035 (Horizon Year) + Project Significant Impacts

Facility Type	Location
Intersections	None
Street Segments	Riverwalk Drive: East of Avenida Del Rio (LOS F) Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)
Freeway Segments	None

Table 4.2-26
Existing + Project Street Segment Mitigation Analysis

Roadway Segment	Classification	Capacity ^a	Existing			Existing With Project			Mitigation Classification	Mitigation Capacity	Existing With Project and Mitigation				Mitigation (fair-share)
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			ADT	LOS	V/C	Δ^e	
Hotel Circle N.															
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	12,810	D	0.854	13,070	E	0.871	4-Lane Collector (with two-way left-turn lane)	30,000	13,070	B	0.436	(0.418)	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. Approx. 37-39 feet of widening proposed. (100% contribution)

Footnotes:

- a. Capacity based on roadway classification operating at LOS E.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.

Table 4.2-27
Year 2022 (Phase II) Street Segment Mitigation Analysis

Roadway Segment	Classification	Capacity ^a	Year 2022			Year 2022 With Project			Mitigation Classification	Mitigation Capacity	Year 2022 With Project and Mitigation				Mitigation (fair-share)
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			ADT	LOS	V/C	Δ^e	
Hotel Circle N.															
Fashion Valley Road to Private Drive A	2-Lane Collector (continuous left-turn lane)	15,000	15,350	F	1.023	15,610	F	1.041	4-Lane Collector (with two-way left-turn lane)	30,000	15,610	C	0.520	(0.503)	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. Approx. 37-39 feet of widening proposed. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly. (100% contribution)
Footnotes: a. Capacity based on roadway classification operating at LOS E. b. Average Daily Traffic. c. Level of Service. d. Volume to Capacity. e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.															

Table 4.2-28
Year 2035 (Horizon Year) Street Segment Mitigation Analysis

Roadway Segment	Classification	Capacity ^a	Year 2035 (Horizon Year)			Year 2035 (Horizon Year) With Project			Mitigation Classification	Mitigation Capacity	Year 2035 (Horizon Year) With Project and Mitigation				Mitigation (fair-share)
			ADT ^b	LOS ^c	V/C ^d	ADT	LOS	V/C			ADT	LOS	V/C	Δ ^e	
Riverwalk Drive															
East of Avenida Del Rio	2-Lane Collector (commercial fronting)	8,000	17,170	F	2.146	17,600	F	2.200	4-Lane Collector	15,000	17,600	F	1.173	(0.973)	Widen to 4-Lane Collector standards. Based on coordination with the City and review of the plans of the Hazard Center extension under SR-163, only a two-lane roadway was deemed technically feasible. To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.
Camino De La Reina															
Hotel Circle to Private Drive D	2-Lane Collector (continuous left-turn lane)	15,000	16,720	F	1.115	17,200	F	1.147	4-Lane Major	40,000	17,200	B	0.430	(0.685)	Widen to accommodate an additional WB and EB through lane, a raised median and Class II bike lanes to meet 4-lane Major standards.

Footnotes:

- a. Capacity based on roadway classification operating at LOS E.
b. Average Daily Traffic.
c. Level of Service.
d. Volume to Capacity.
e. Δ denotes a project mitigation-induced increase or (decrease) in the Volume to Capacity ratio.

Table 4.2-29
Summary of Pre- and Post-Mitigation LOS Levels at Affected Street Segments

Project Scenario	Street Segment	Pre-Mitigation LOS	Improvements	Post-Mitigation LOS
<i>Existing + Project</i>	Hotel Circle N.: Fashion Valley Road to Private Drive A	E	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property.	B
<i>Year 2022 + Project Phase II</i>	Hotel Circle N.: Fashion Valley Road to Private Drive A	F	Widen to accommodate an additional WB and EB through lane, a two-way left-turn lane and Class II bike lanes to meet 4-lane Collector standards. To implement this mitigation, approximately 37-39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections will be modified accordingly. (project frontage improvements—100% contribution)	C
<i>Year 2035 (Horizon Year) + Project</i>	Riverwalk Drive: East of Avenida Del Rio	F	Widen to 4-Lane Collector standards. Based on coordination with the City and review of the design plans of the Hazard Center extension under SR-163, only a 2-lane roadway was deemed technically feasible. To mitigate the project's cumulative impact, a 4-lane Collector capacity is required and only a 2-lane roadway is physically feasible. Therefore, this impact is considered significant and unmitigated.	F (unmitigated)
	Camino De La Reina: Hotel Circle to Private Drive D	F	Widen to accommodate an additional WB and EB through lane, a raised median and Class II bike lanes to meet 4-lane Major standards along the project frontage. To implement this mitigation, approximately 41 feet of widening is required on the Town & Country property.	B

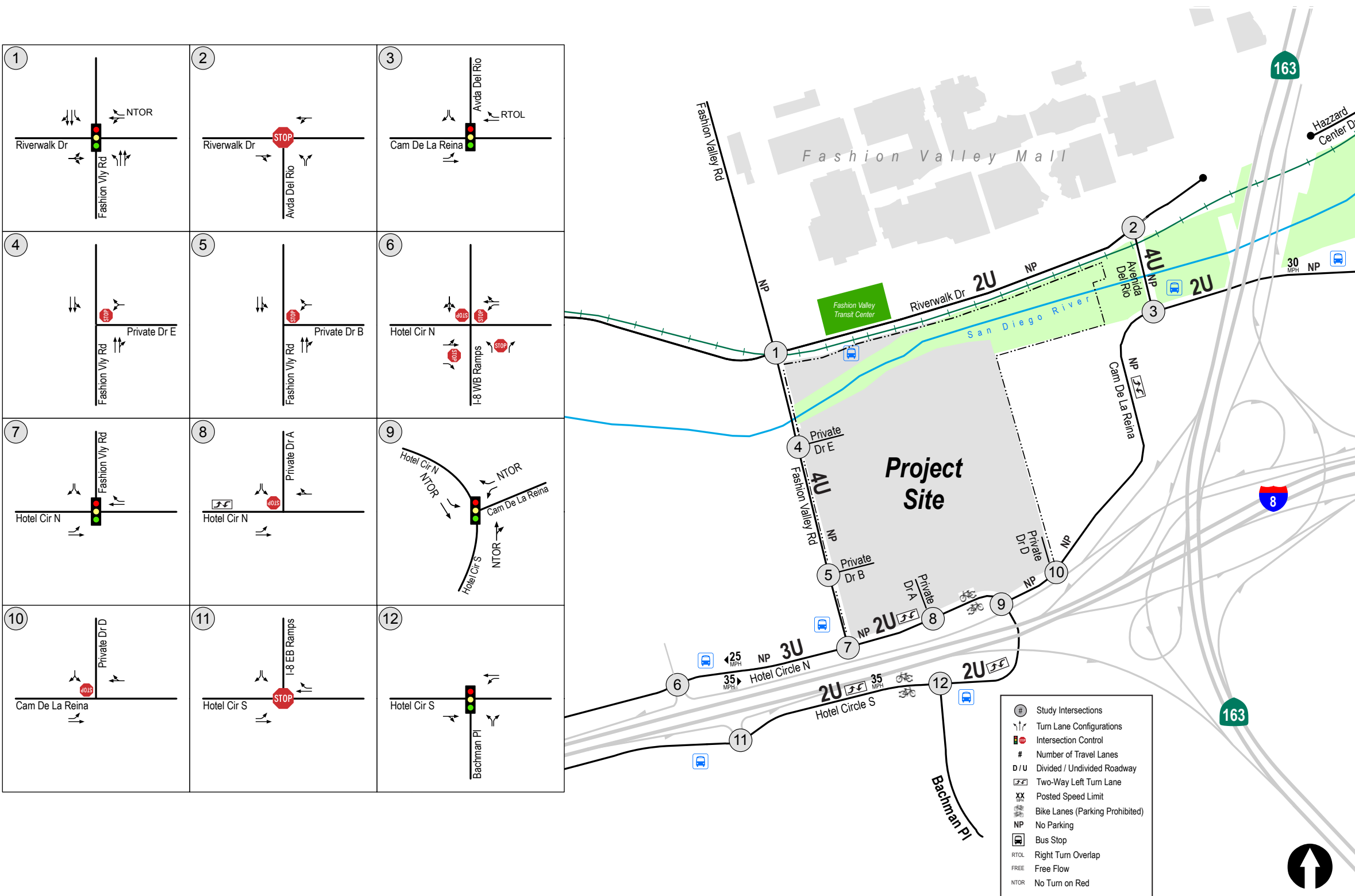
Table 4.2-30
Summary of ADT and LOS Levels at Affected Segments With and Without Project Conditions

Project Scenario	Street Segment	ADT			LOS		V/C Increase	Significant
		Capacity (LOS E)	Existing Year (No Project)	Year + Project	Existing Year (No Project)	Year + Project		
<i>Existing + Project</i>	Hotel Circle N.: Fashion Valley Road to Private Drive A	15,000	12,810	13,070	D	E	0.017	Yes
<i>Year 2022 + Project Phase II</i>	Hotel Circle N.: Fashion Valley Road to Private Drive A	15,000	15,350	15,610	F	F	0.018	Yes
<i>Year 2035 (Horizon Year) + Project</i>	Riverwalk Drive: East of Avenida Del Rio	15,000	17,170	17,600	F	F	0.054	Yes
	Camino De La Reina: Hotel Circle to Private Drive D	15,000	16,720	17,200	F	F	0.032	Yes

**Table 4.2-31
Master Plan Parking Analysis Summary**

PHASE 1	
Hotel	
<i>Total Parking Required</i>	856 Spaces
<i>Total Parking Provided</i>	921 Spaces
Surplus	65 Spaces
Residential	
<i>Residential Parcel 1</i>	
<i>Total Parking Required</i>	224 Spaces
<i>Total Parking Provided</i>	224 Spaces
Surplus	0 Spaces
<i>Residential Parcel 2</i>	
<i>Total Parking Required</i>	385 Spaces
<i>Total Parking Provided</i>	443 Spaces
Surplus	58 Spaces
PHASE 2	
Residential	
<i>Residential Parcel 3</i>	
<i>Total Parking Required</i>	356 Spaces
<i>Total Parking Provided</i>	410 Spaces
Surplus	54 Spaces
<i>Residential Parcel 4</i>	
<i>Total Parking Required</i>	210 Spaces
<i>Total Parking Provided</i>	210 Spaces
Surplus	0 Spaces
<i>Total Residential Summary</i>	
<i>Total Parking Required</i>	1,175 Spaces
<i>Total Parking Provided</i>	1,287 Spaces
Surplus	112 Spaces

This page intentionally left blank.



Source: Linscott Law & Greenspan 2015

Figure 4.2-1
Existing Street Network

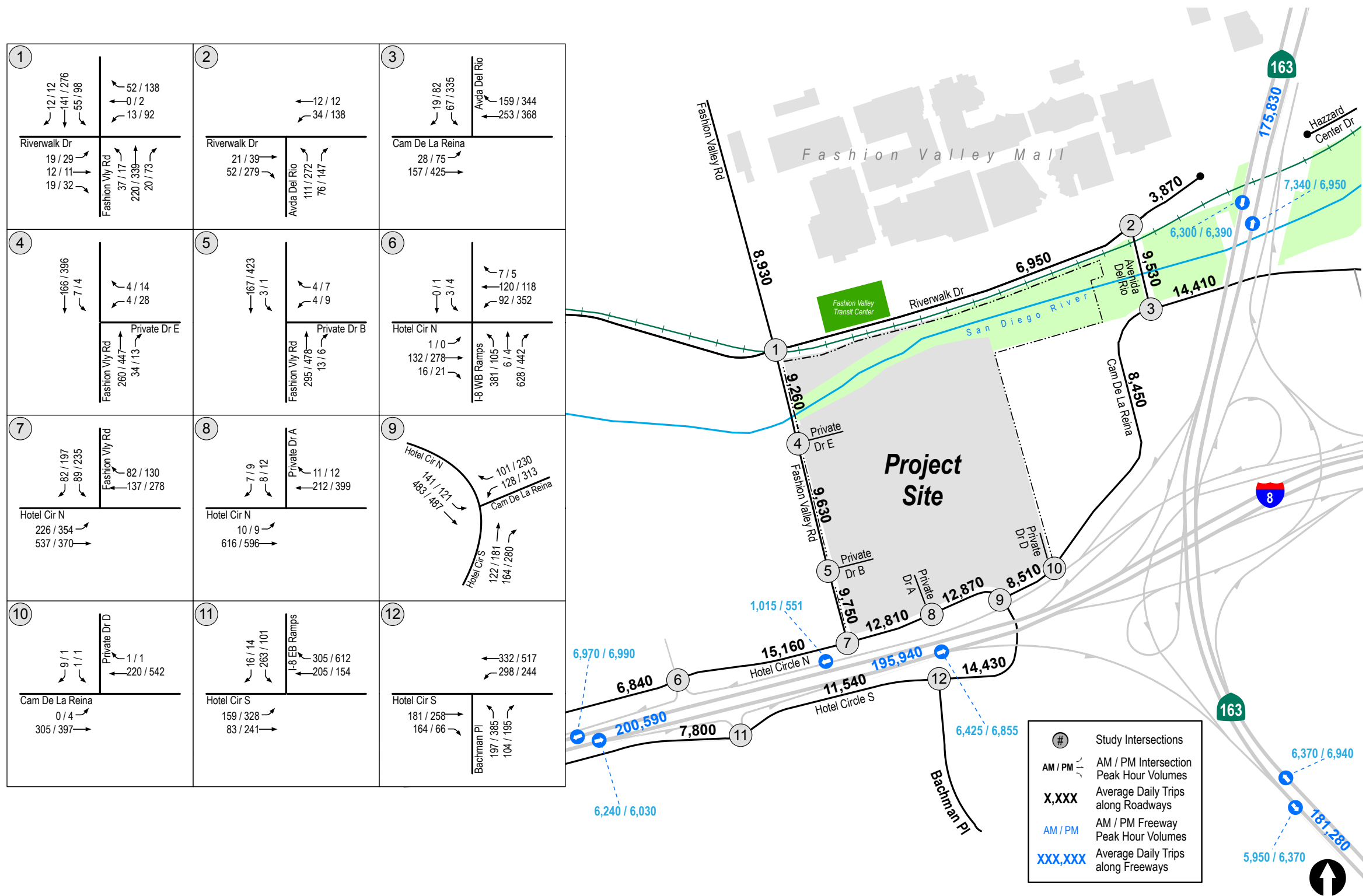
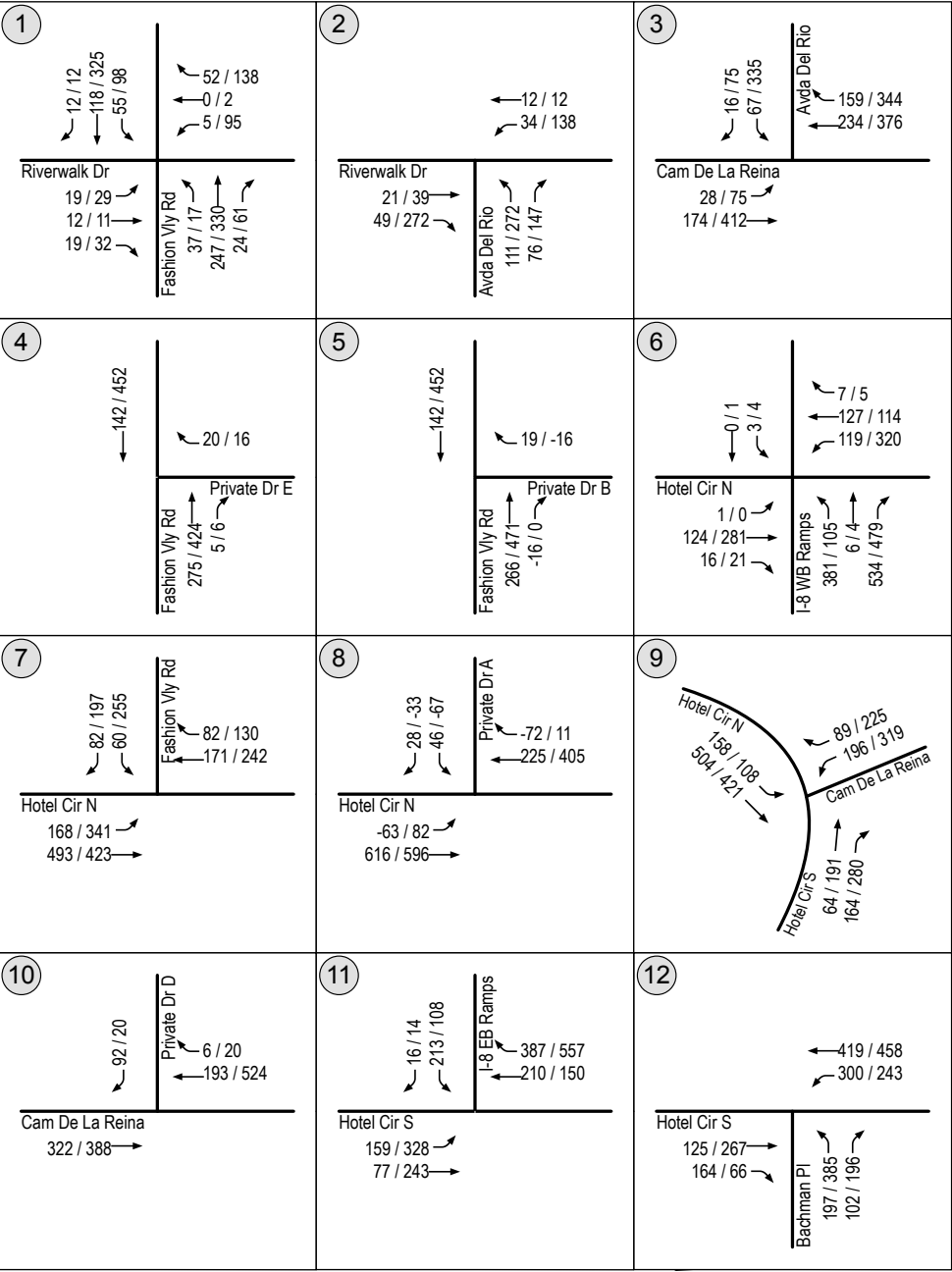
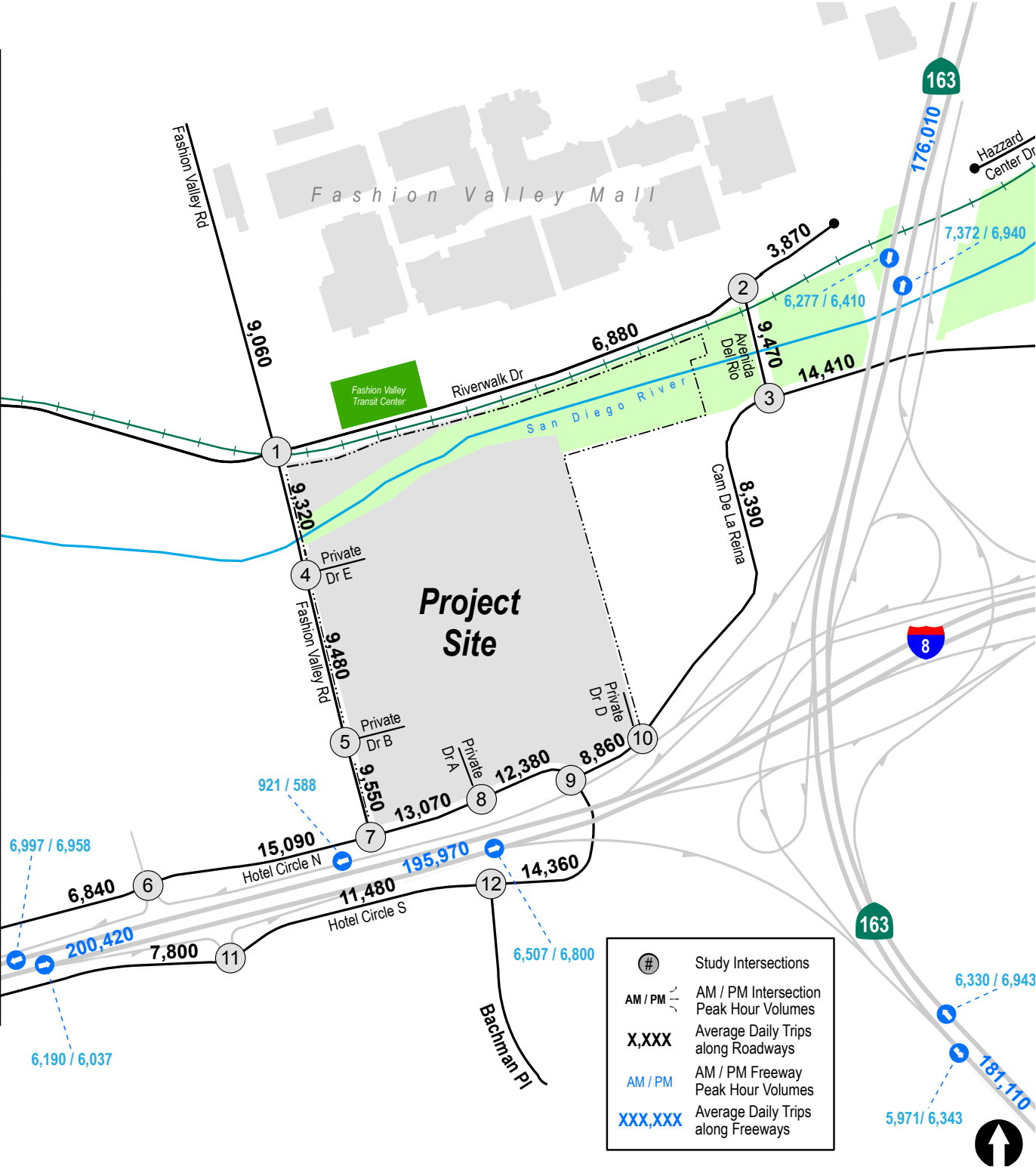


Figure 4.2-2
Existing Traffic Volumes

Source: Linscott Law & Greenspan 2015

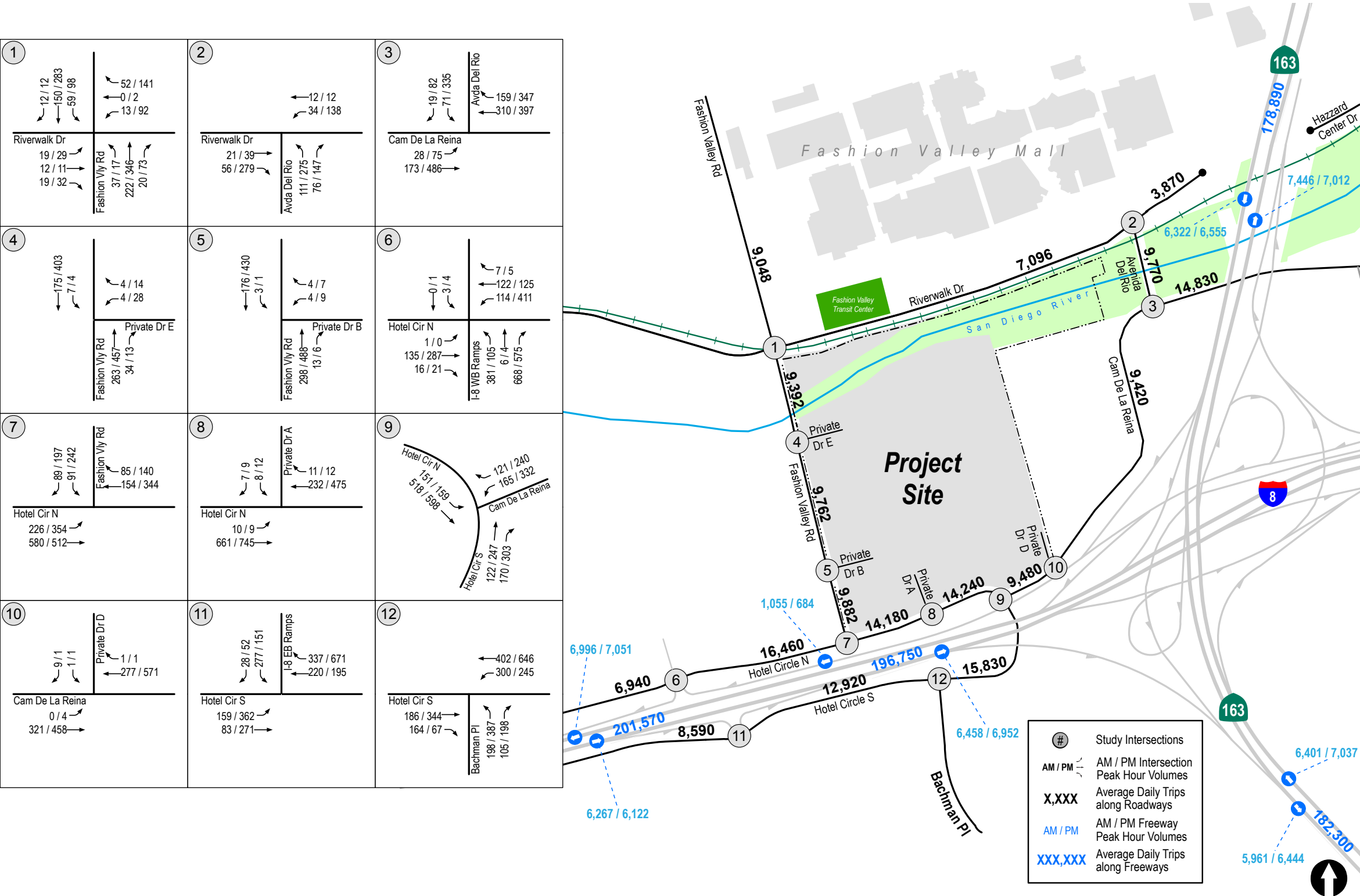


Note:
 — Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.



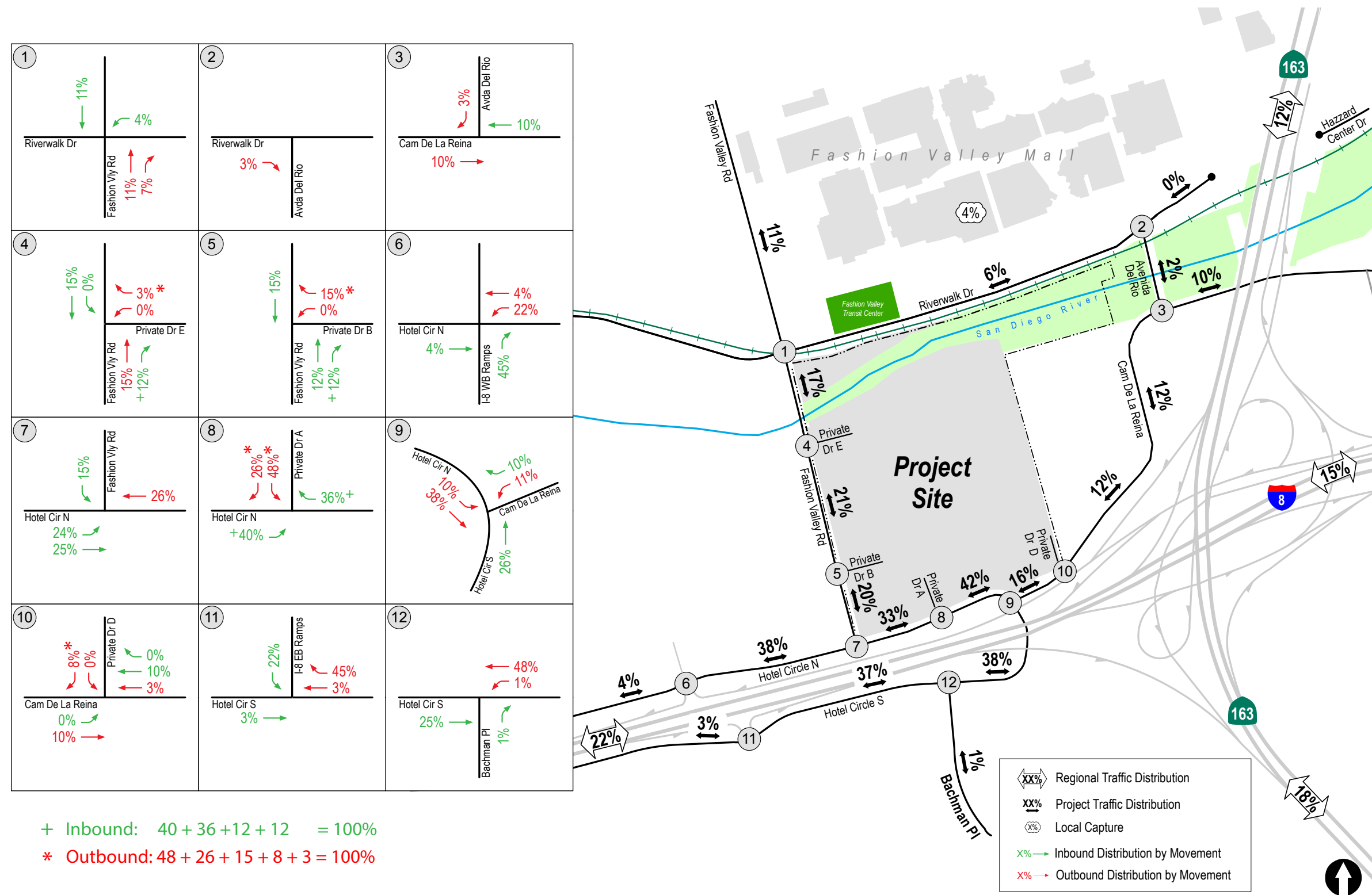
Source: Linscott Law & Greenspan 2015

Figure 4.2-3
Existing + Project Traffic Volumes



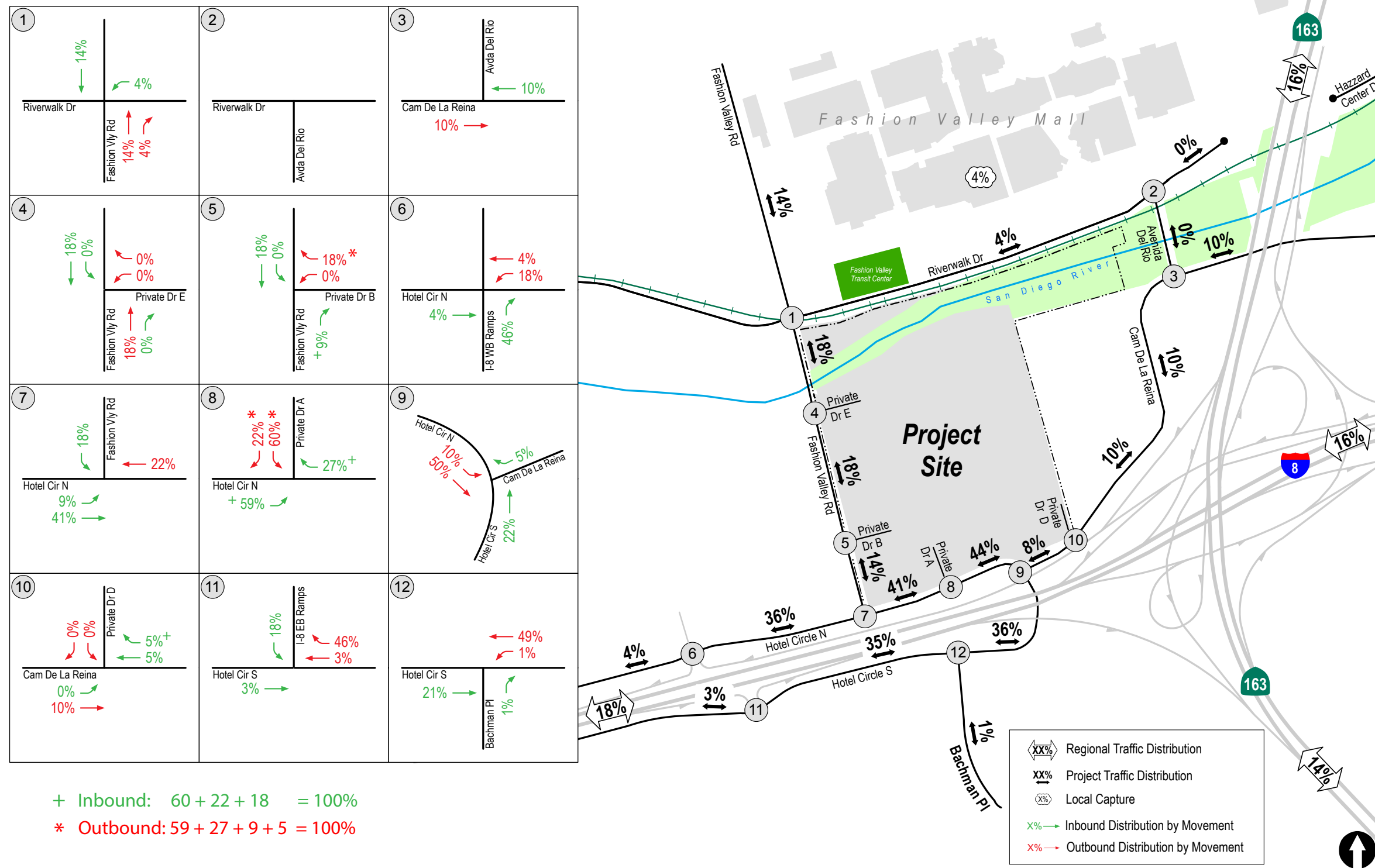
Source: Linscott Law & Greenspan 2015

Figure 4.2-4
Existing + Project Traffic Volumes



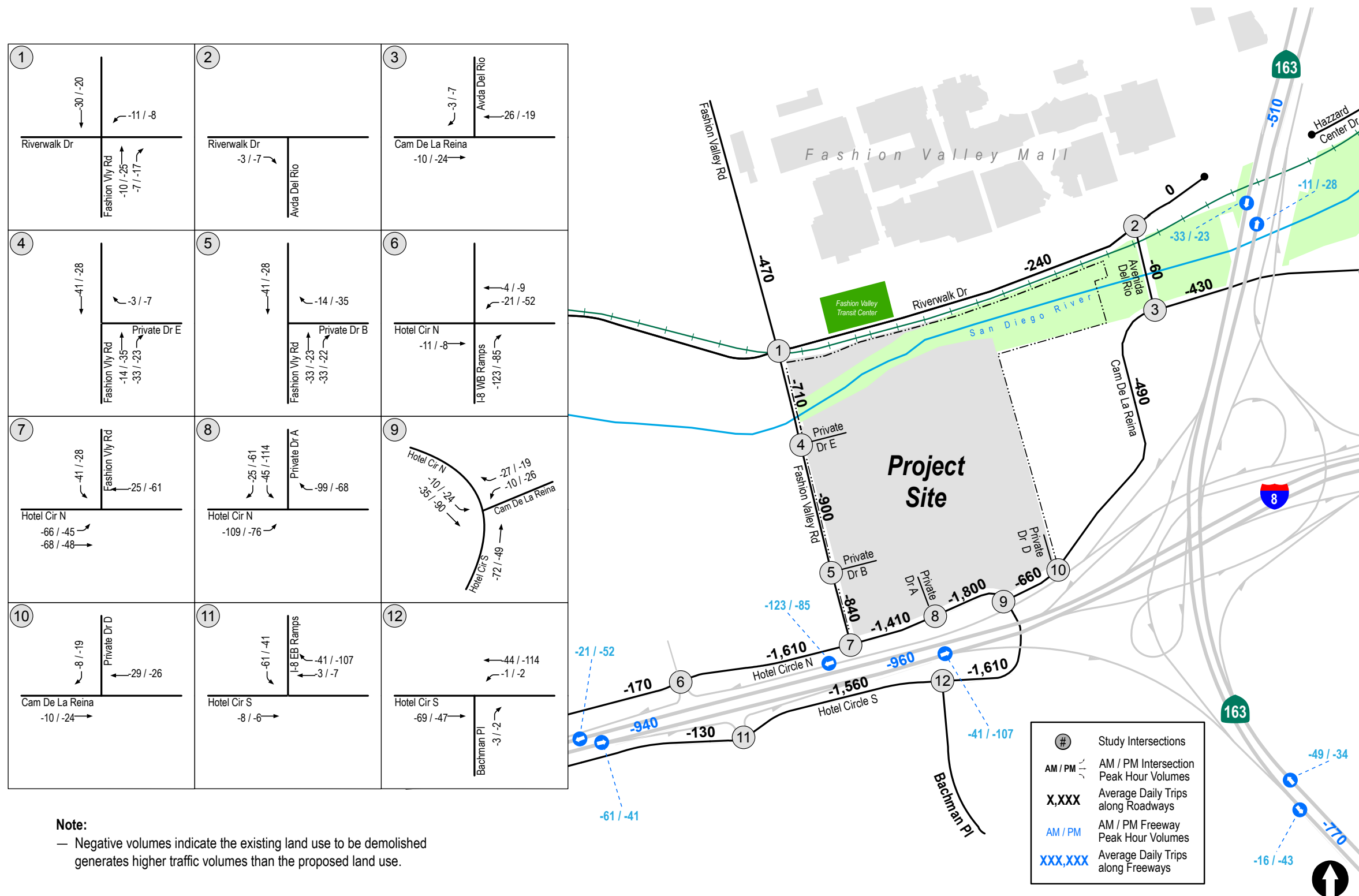
Source: Linscott Law & Greenspan 2015

Figure 4.2-5
Near-Term (Opening Day 2018) Project Trip Distribution Percentages for Hotel Uses



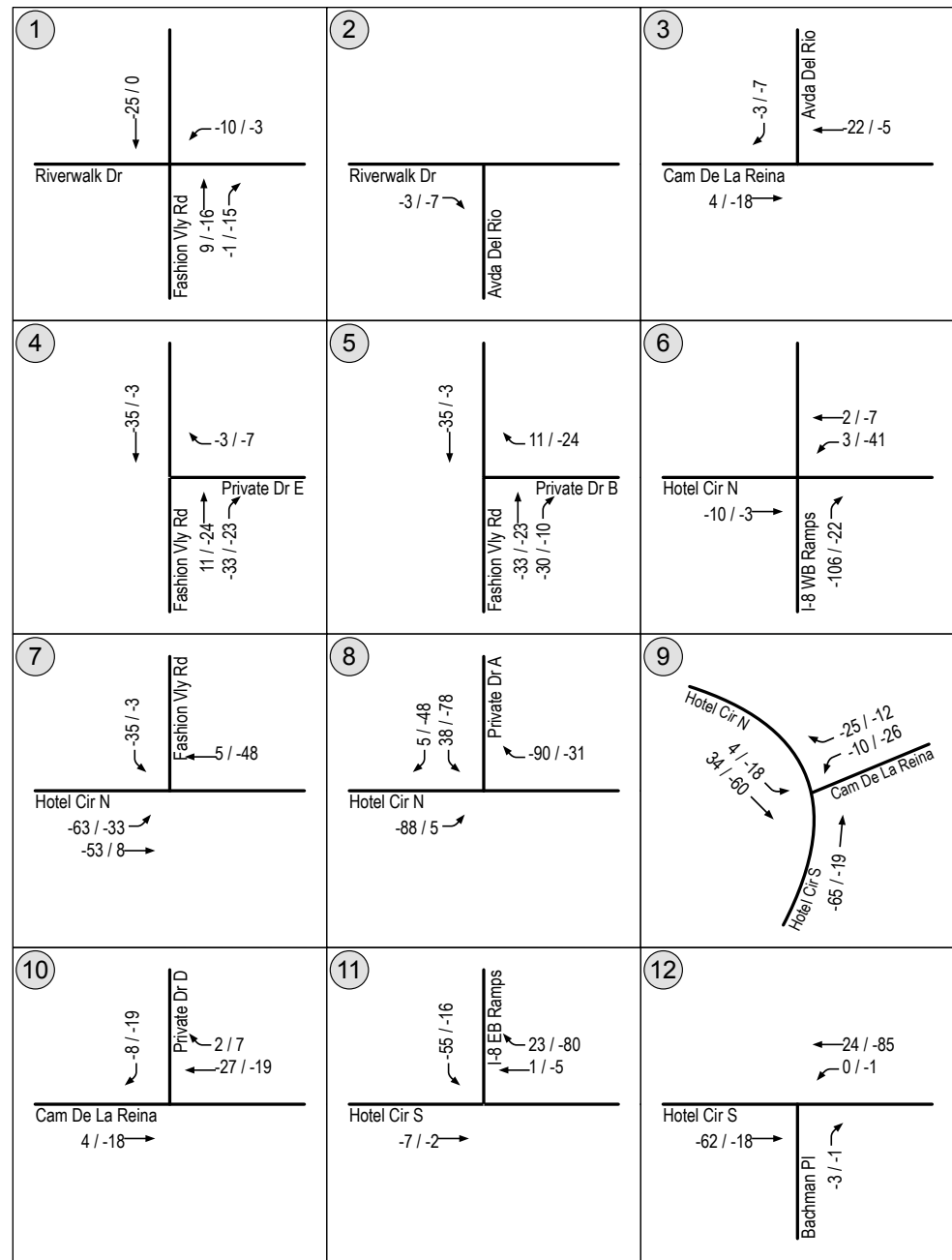
Source: Linscott Law & Greenspan 2015

Figure 4.2-6
Near-Term (Opening Day 2018) Project Trip Distribution Percentages for Residential Uses



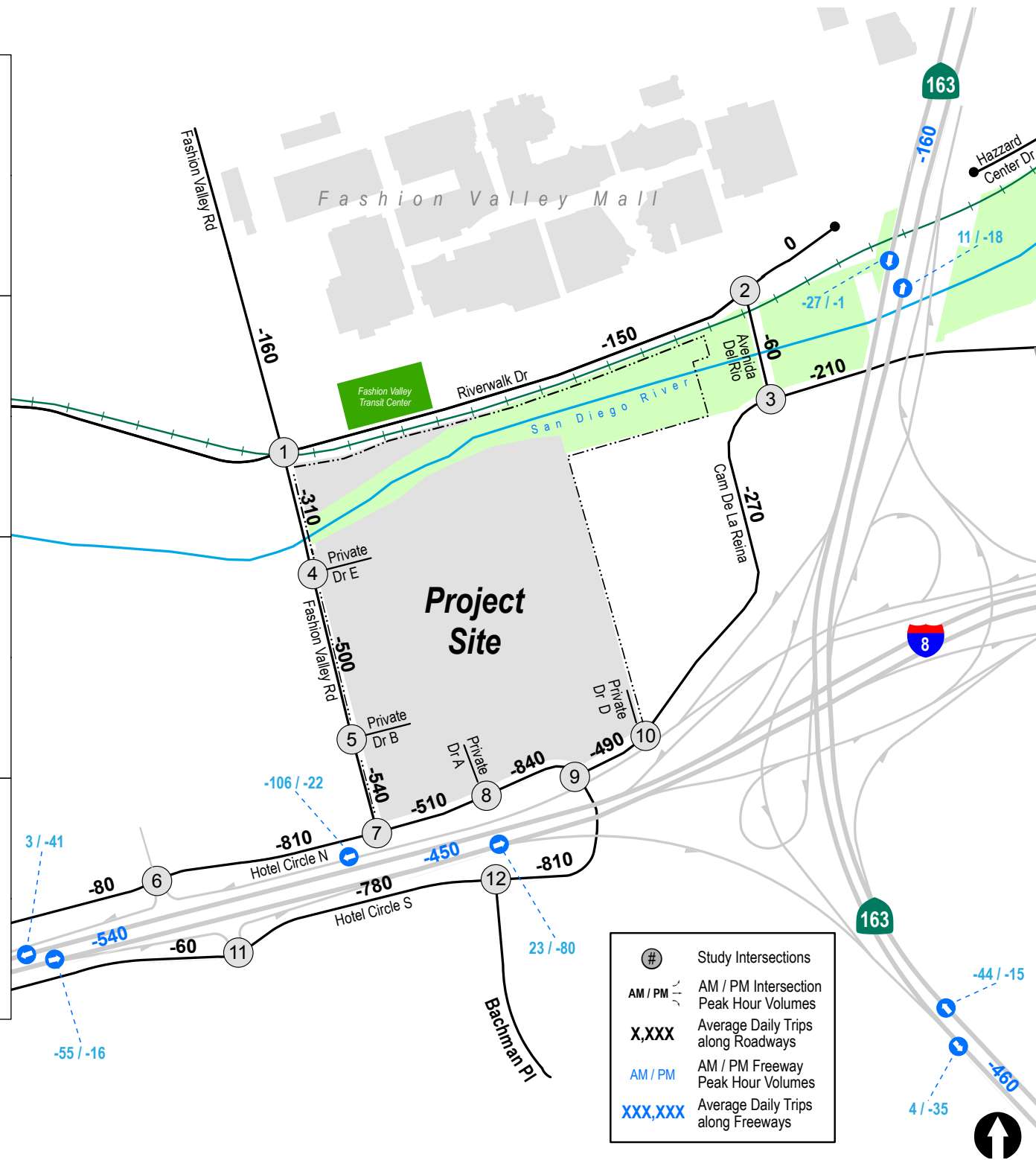
Source: Linscott Law & Greenspan 2015

Figure 4.2-7
Near-Term (Opening Day 2018) Project Traffic Volumes for Hotel Uses



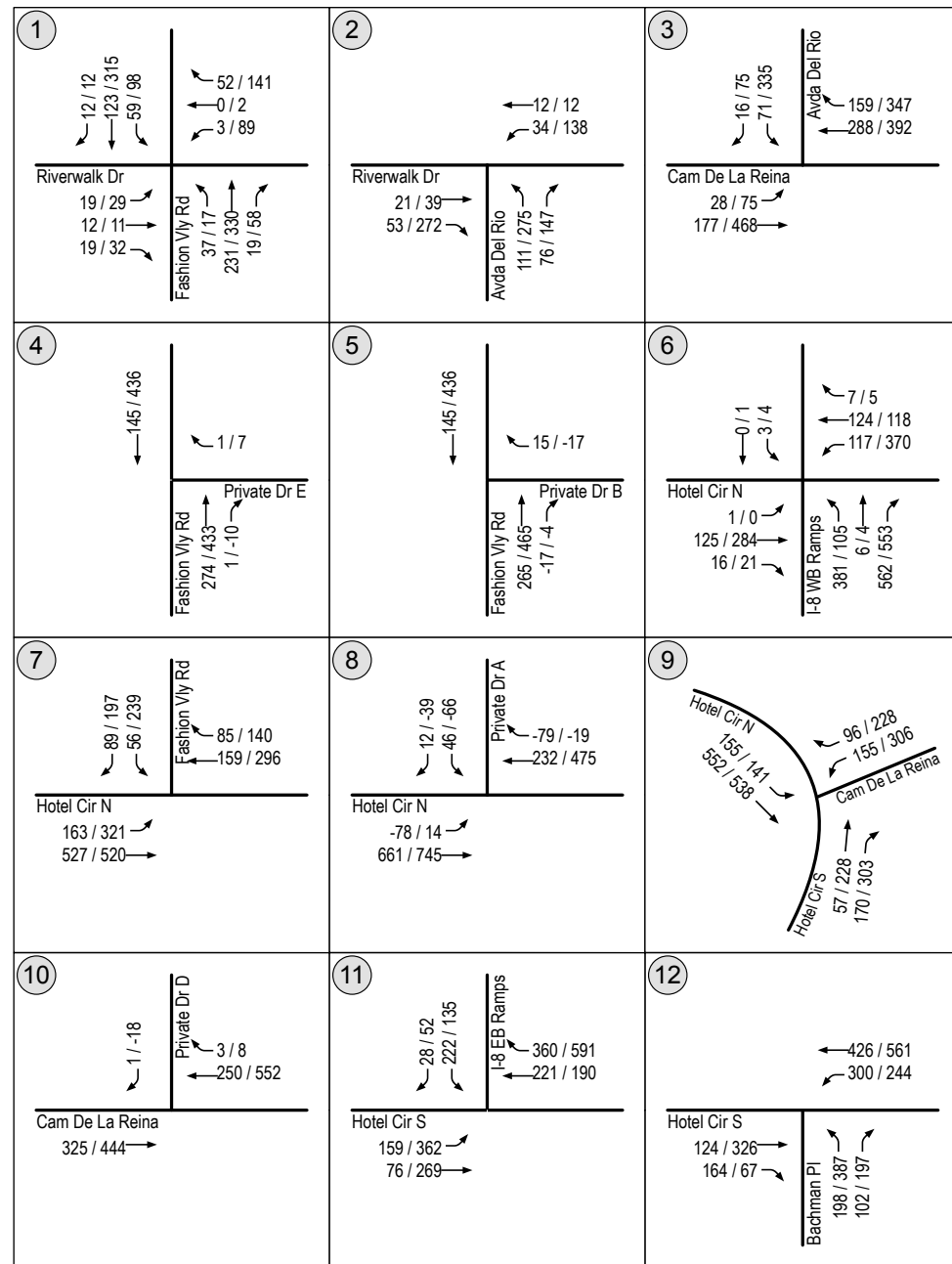
Note:

- Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.



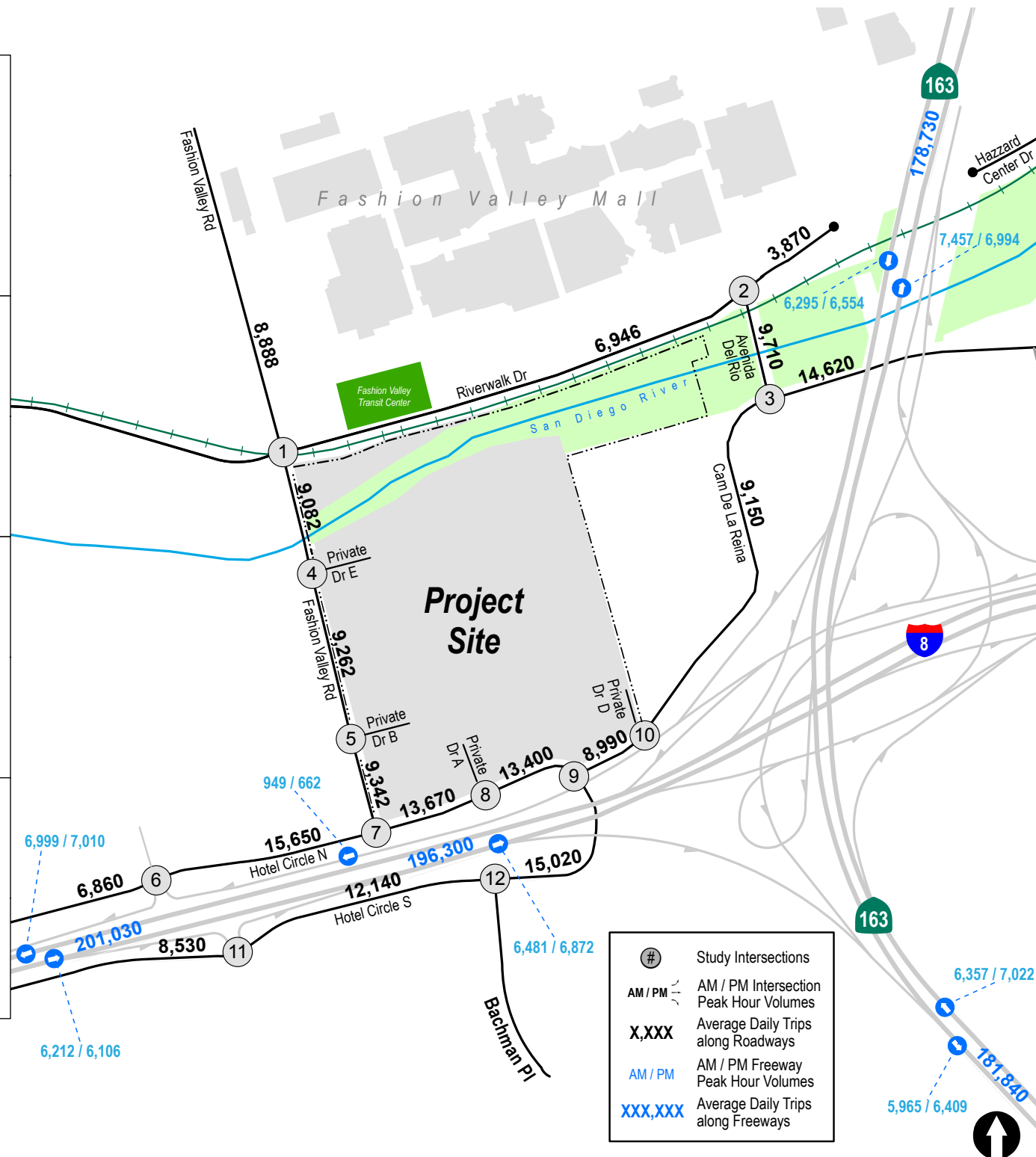
Source: Linscott Law & Greenspan 2015

Figure 4.2-9
Near-Term (Opening Day 2018) Net Project Traffic Volumes



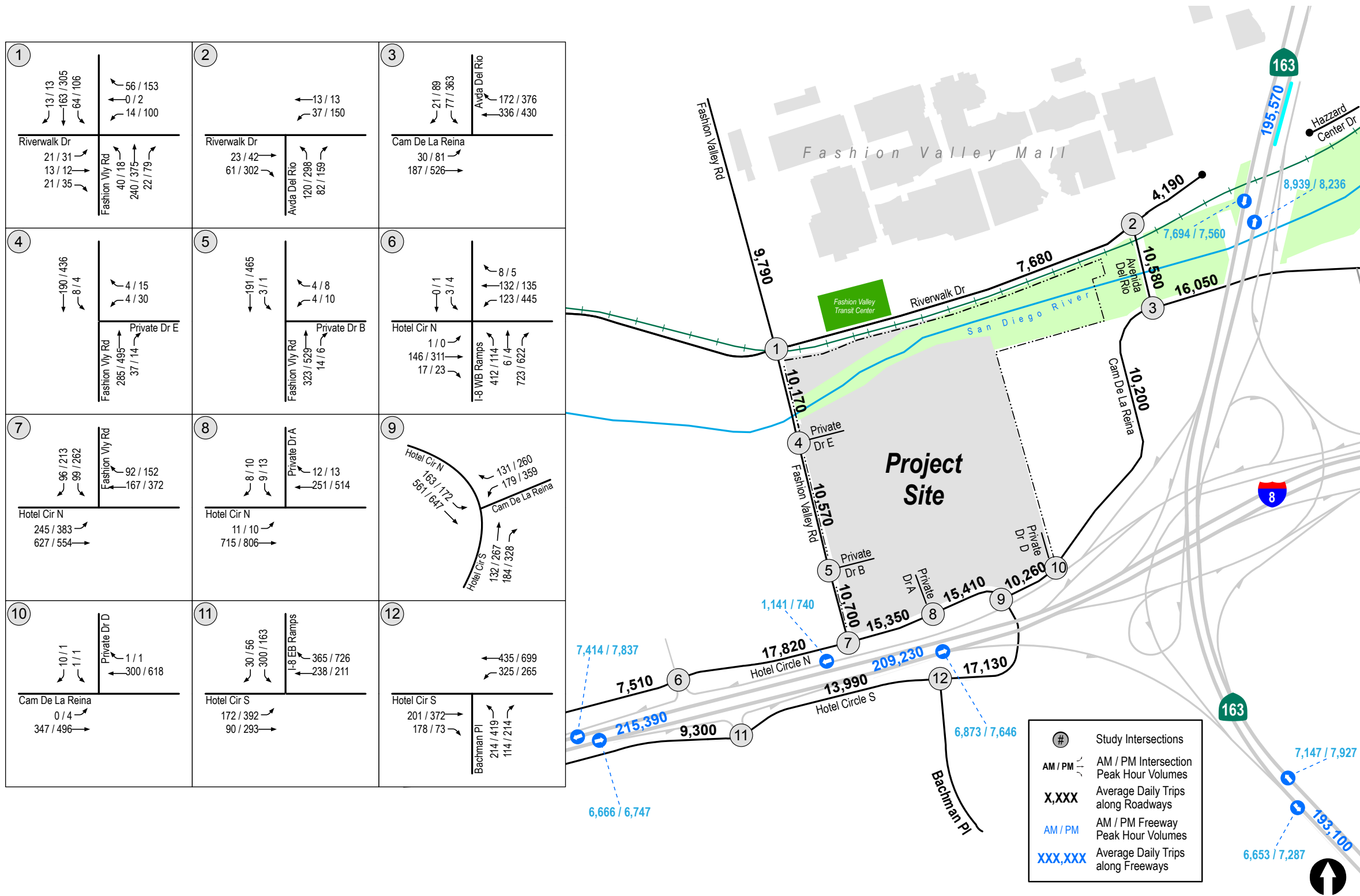
Note:

- Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.



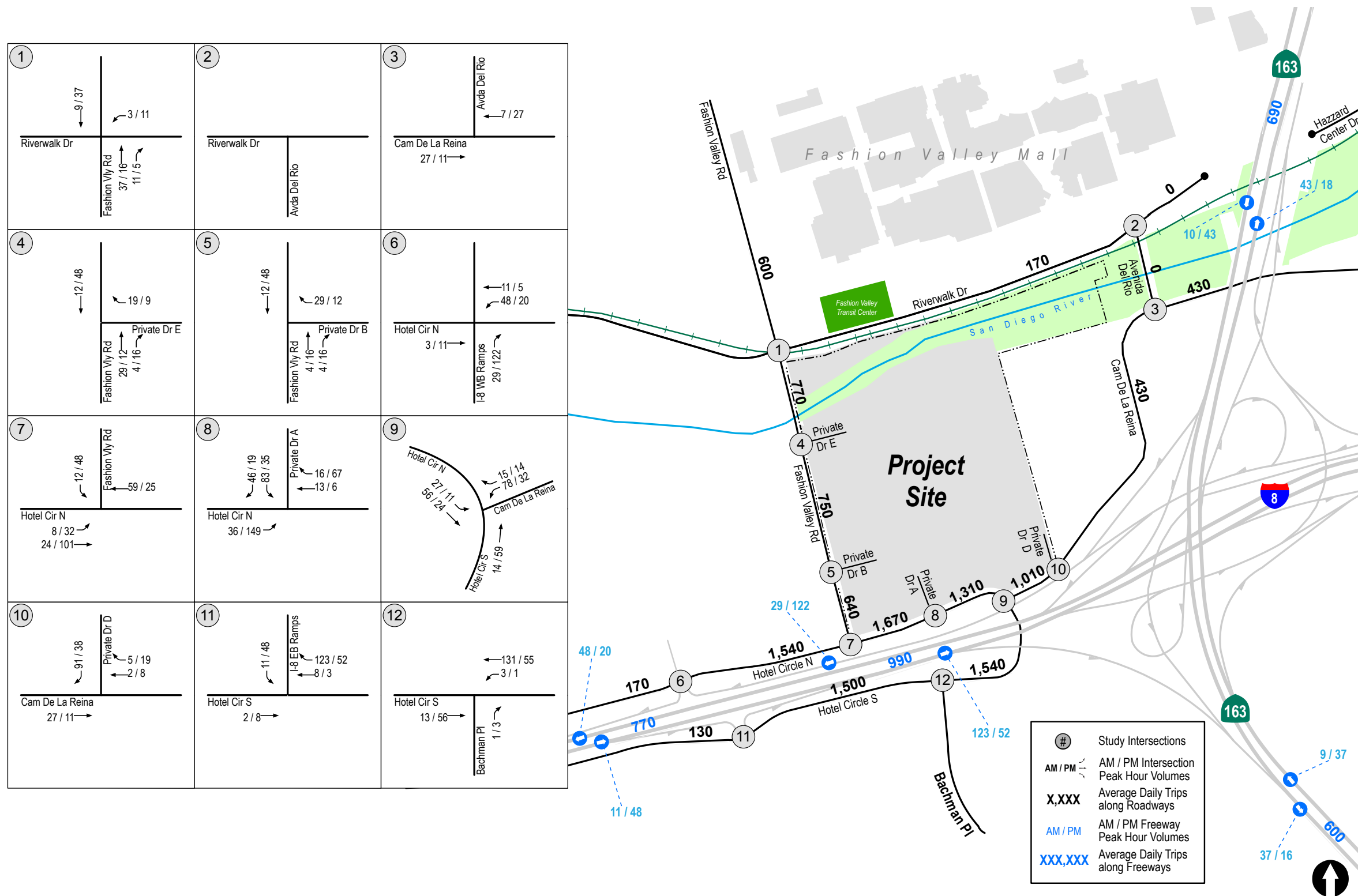
Source: Linscott Law & Greenspan 2015

Figure 4.2-10
Near-Term (Opening Day 2018) + Project Traffic Volumes



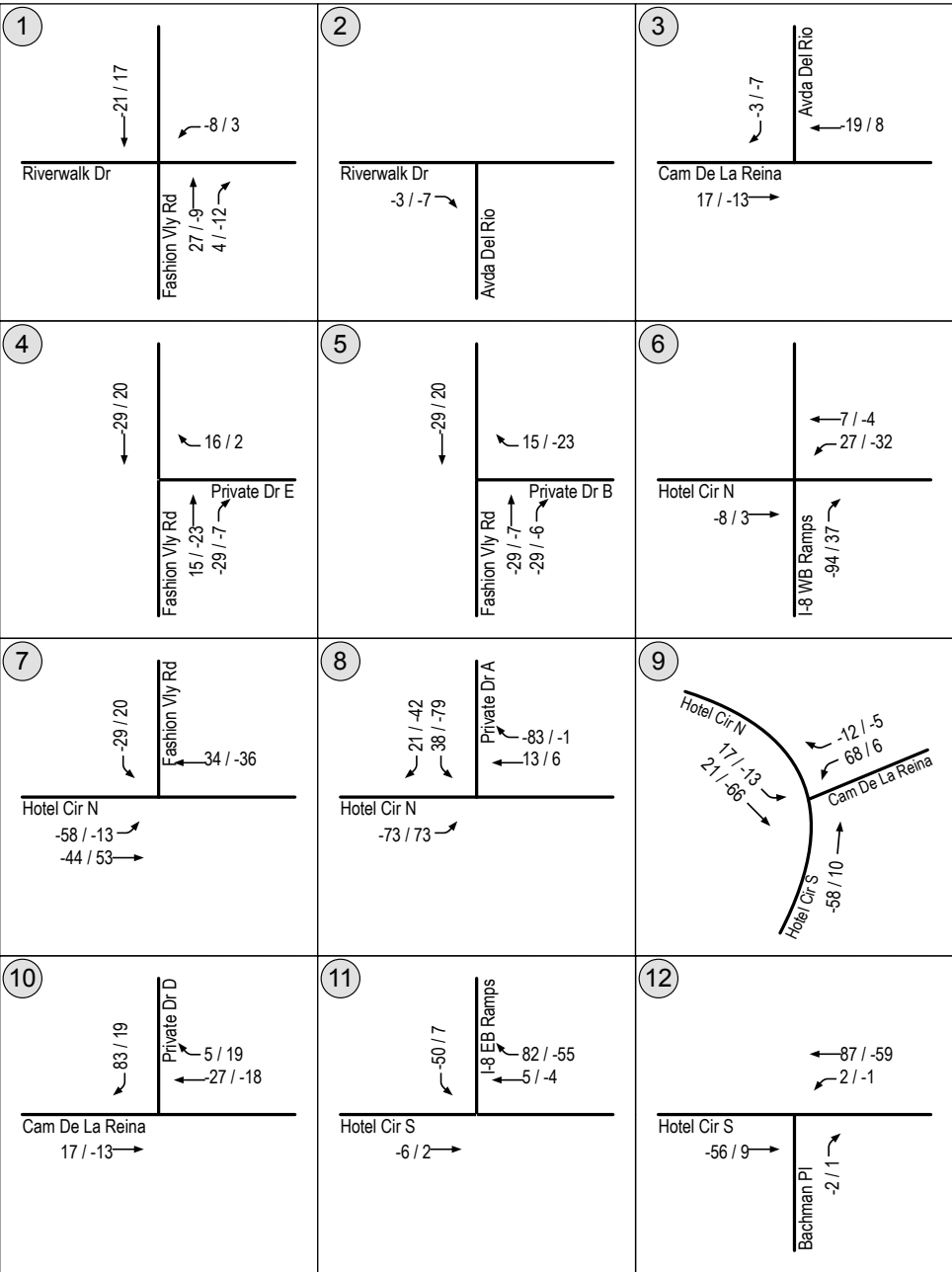
Source: Linscott Law & Greenspan 2015

Figure 4.2-11
Year 2022 Without Project Traffic Volumes

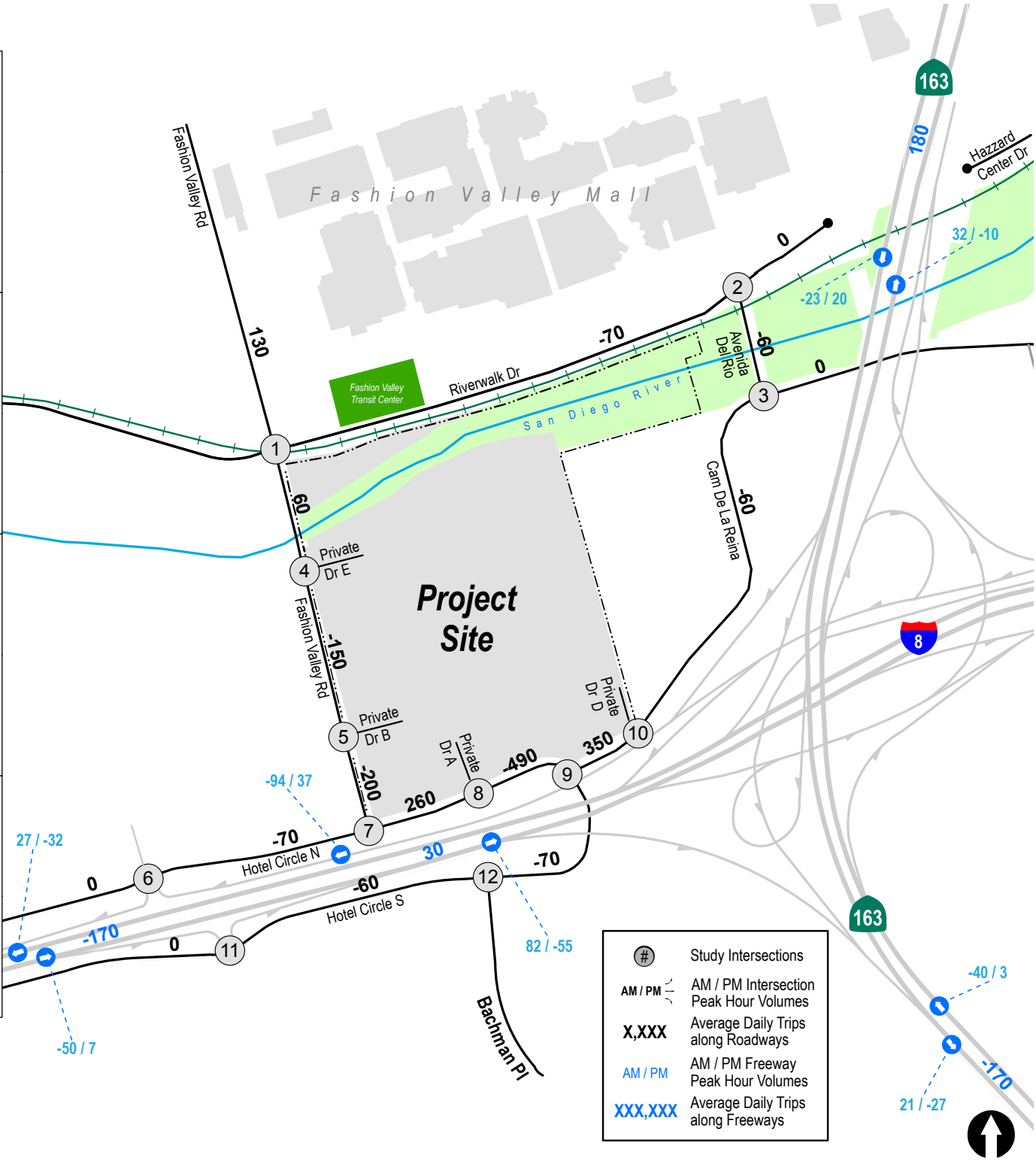


Source: Linscott Law & Greenspan 2015

Figure 4.2-13
Year 2022 Project Traffic Volumes (Residential Only)

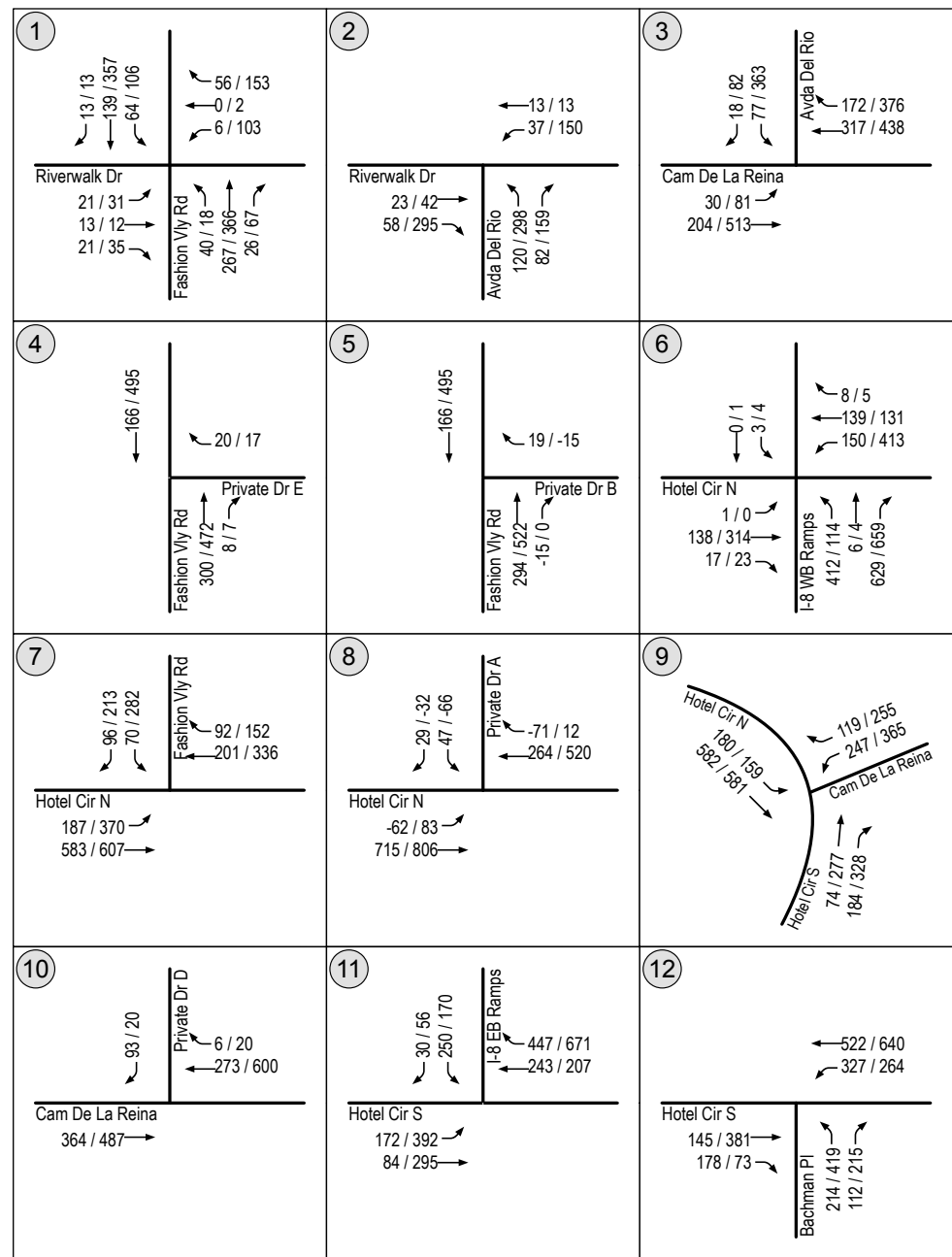


Note:
 — Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.

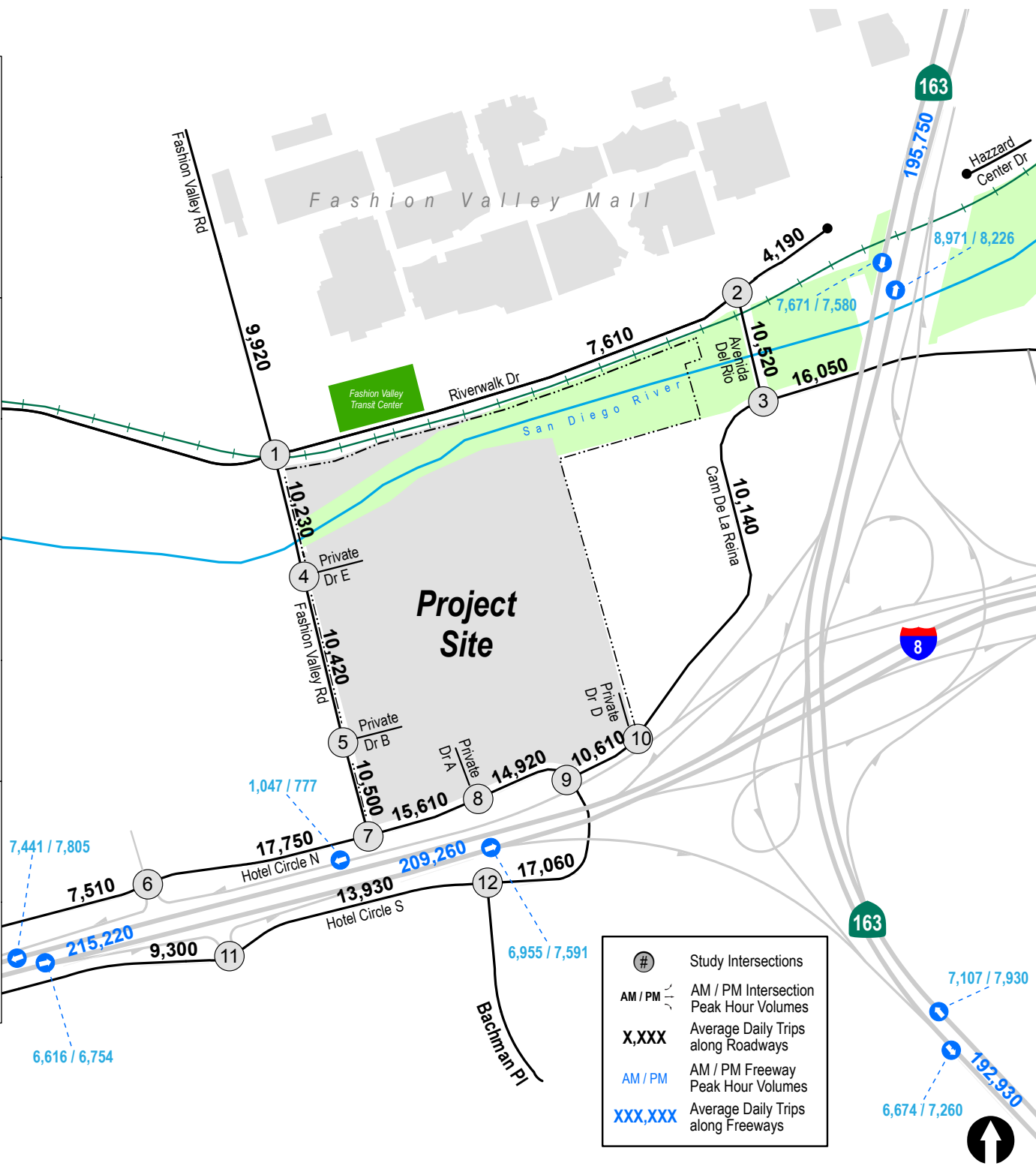


Source: Linscott Law & Greenspan 2015

Figure 4.2-14
Year 2022 Net Project Traffic Volumes

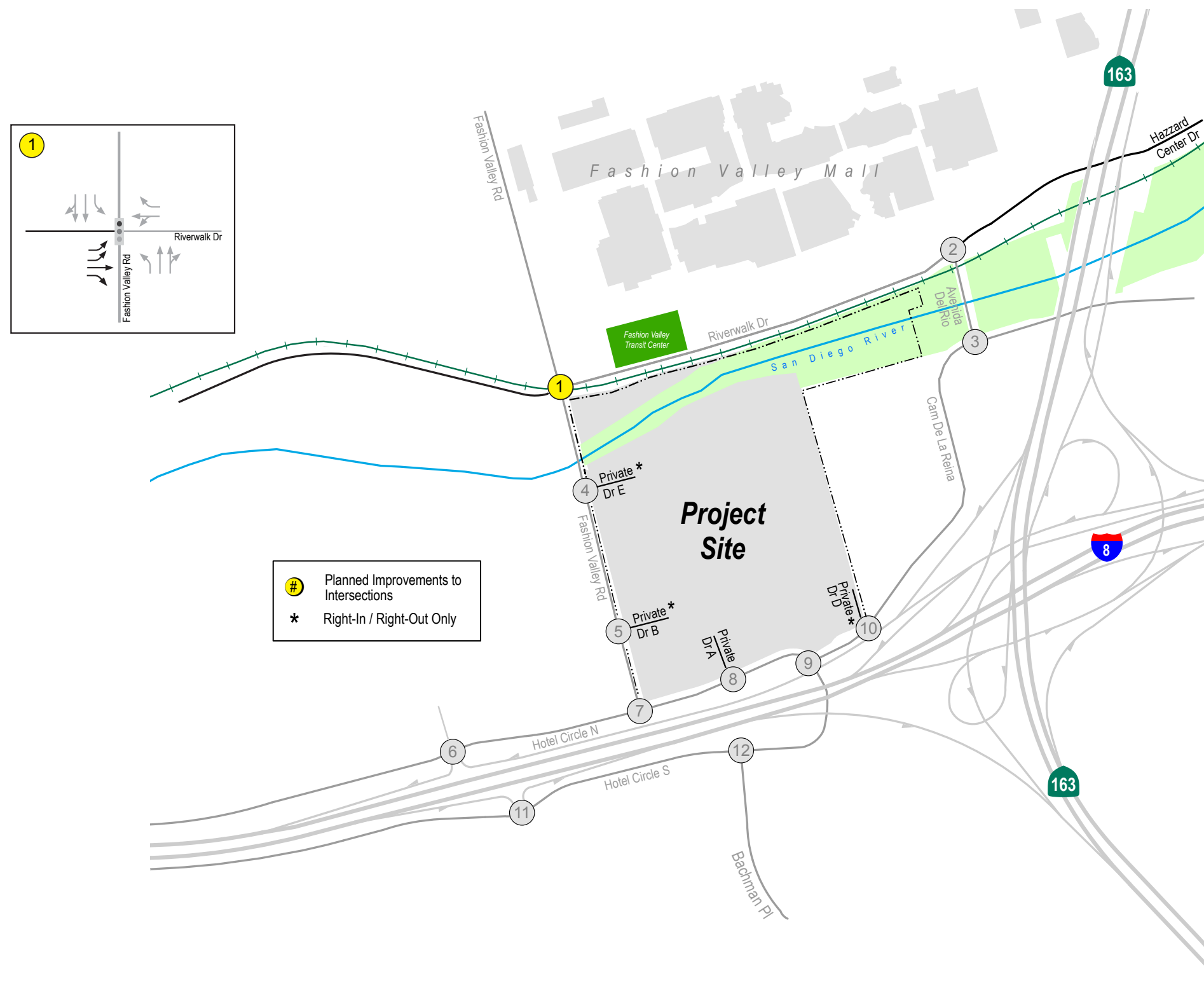


Note:
 — Negative volumes are calculated as the removal of traffic from the demolition of hotel and convention uses are greater than the new traffic added from the residential use.



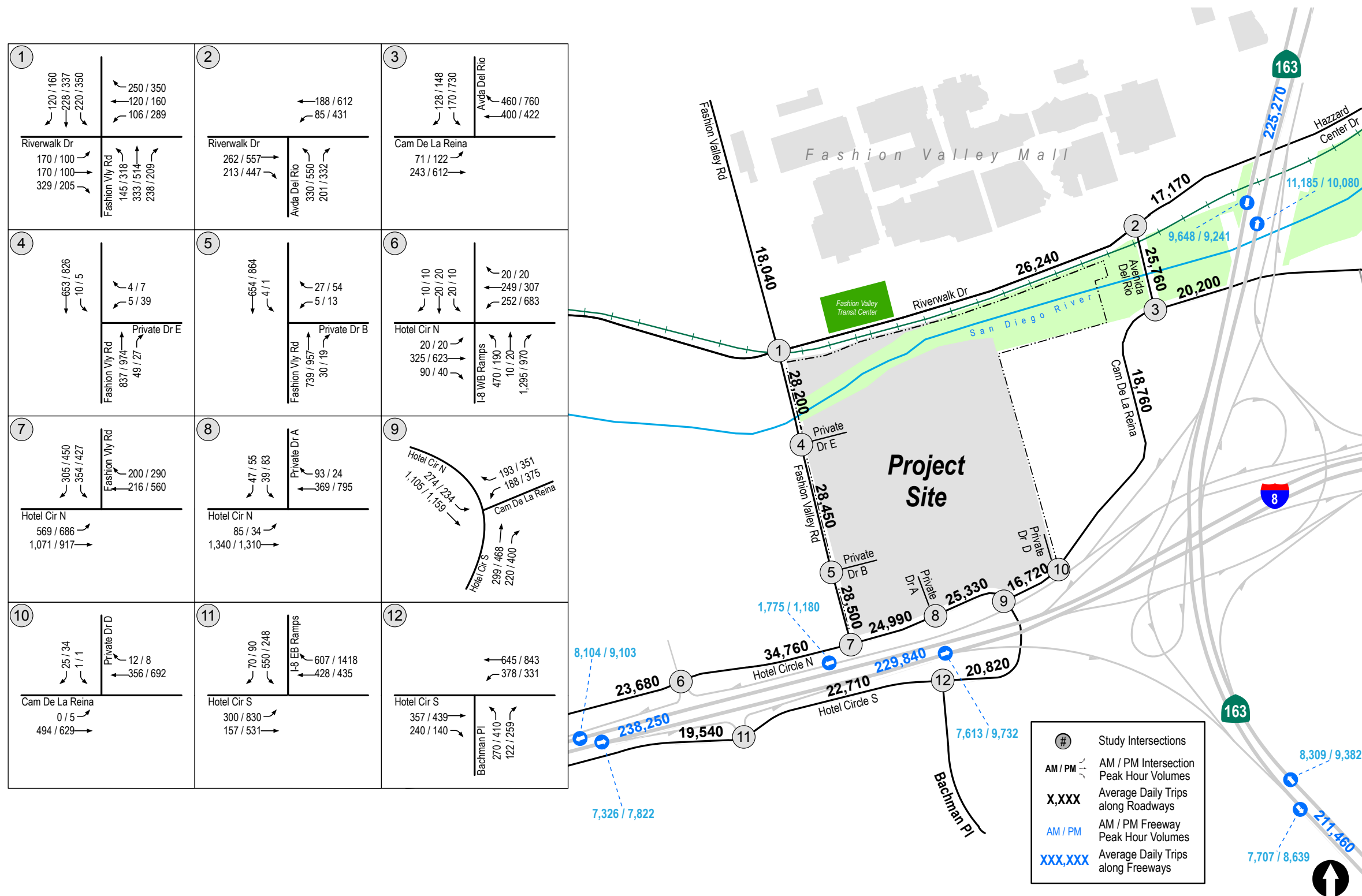
Source: Linscott Law & Greenspan 2015

Figure 4.2-15
Year 2022 + Project Traffic Volumes



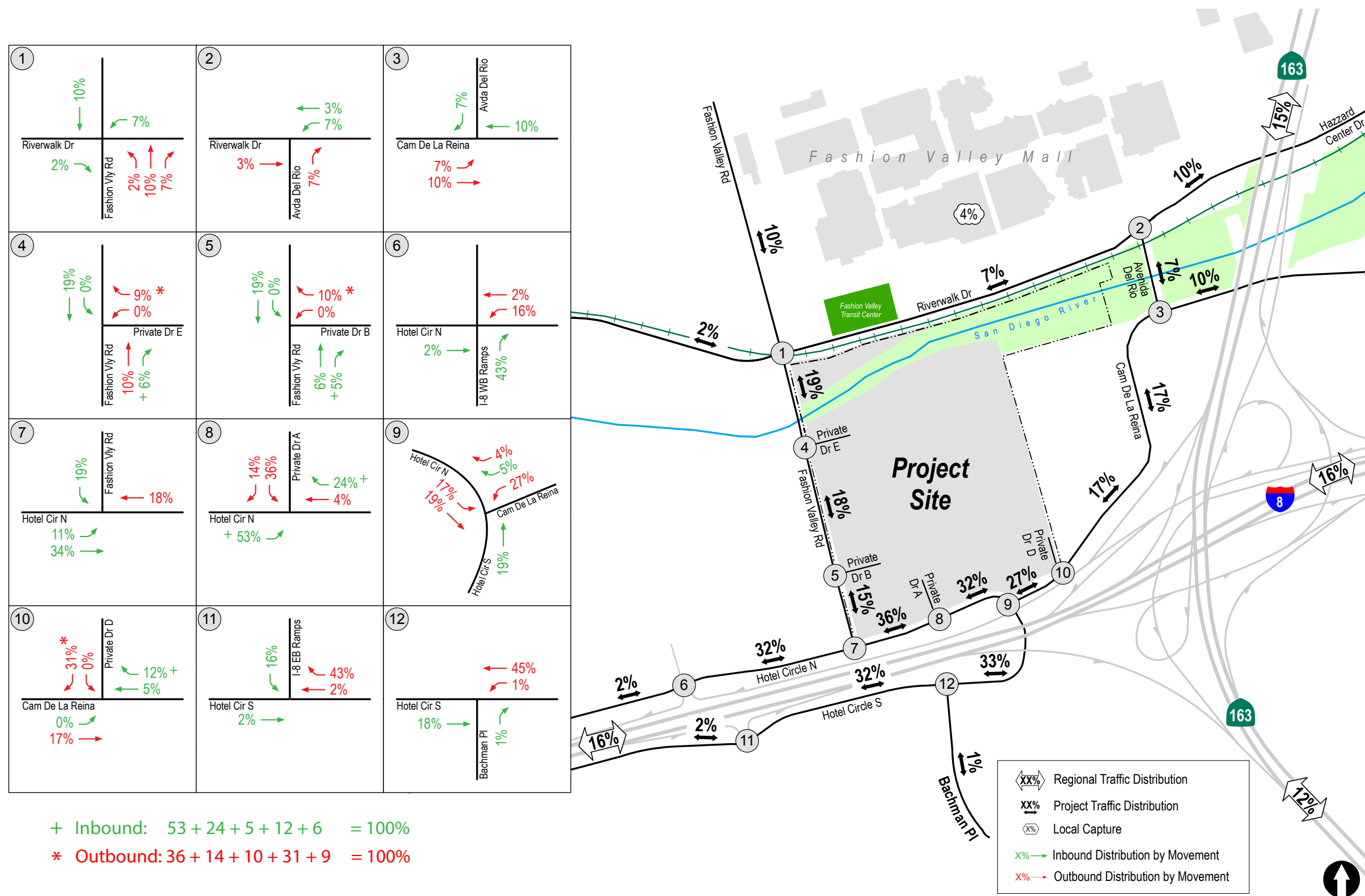
Source: Linscott Law & Greenspan 2015

Figure 4.2-16
Year 2035 (Horizon Year) Planned Projects



Source: Linscott Law & Greenspan 2015

Figure 4.2-17
Year 2035 (Horizon Year) Without Project Traffic Volumes

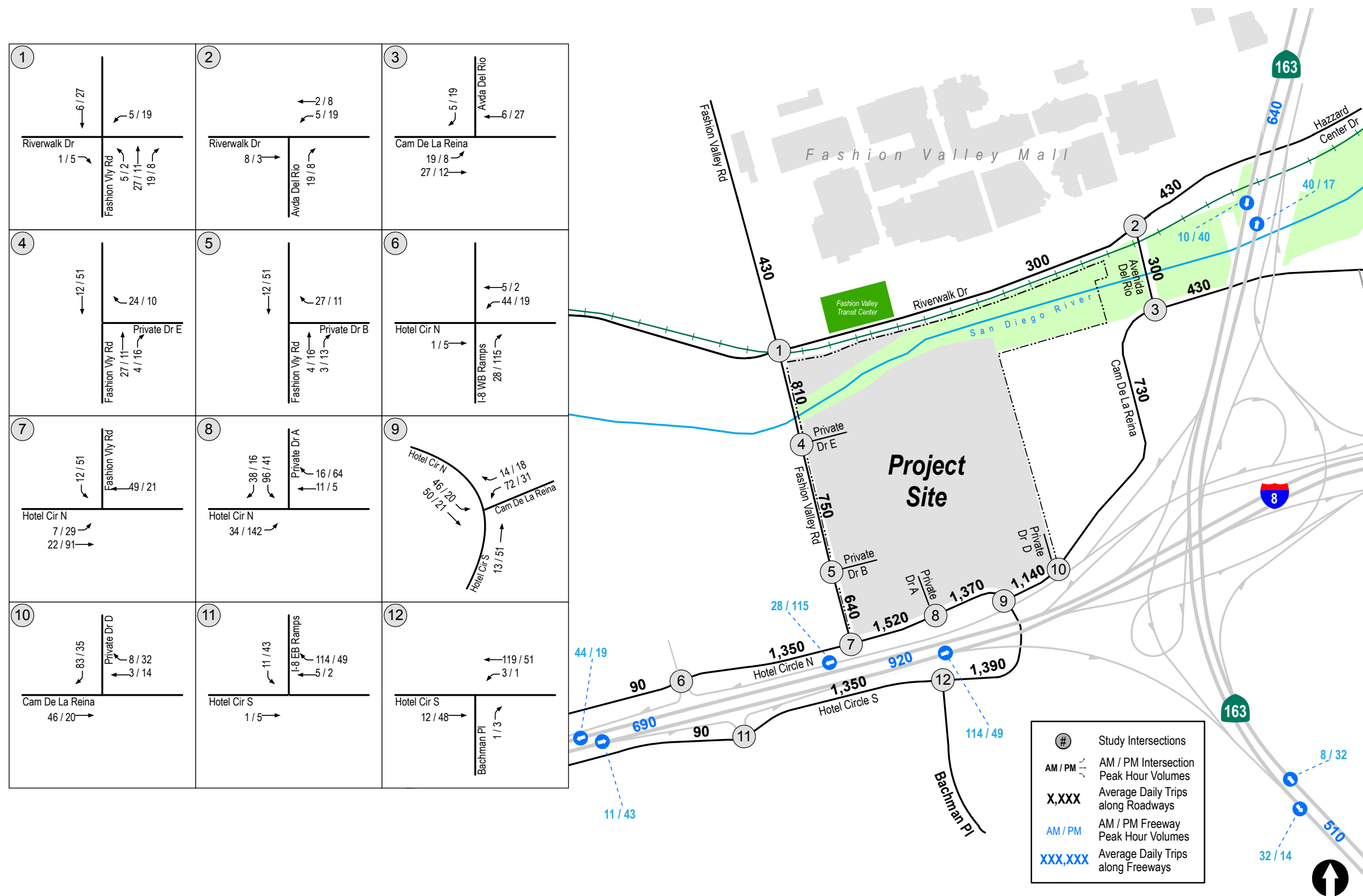


+ Inbound: 53 + 24 + 5 + 12 + 6 = 100%

* Outbound: 36 + 14 + 10 + 31 + 9 = 100%

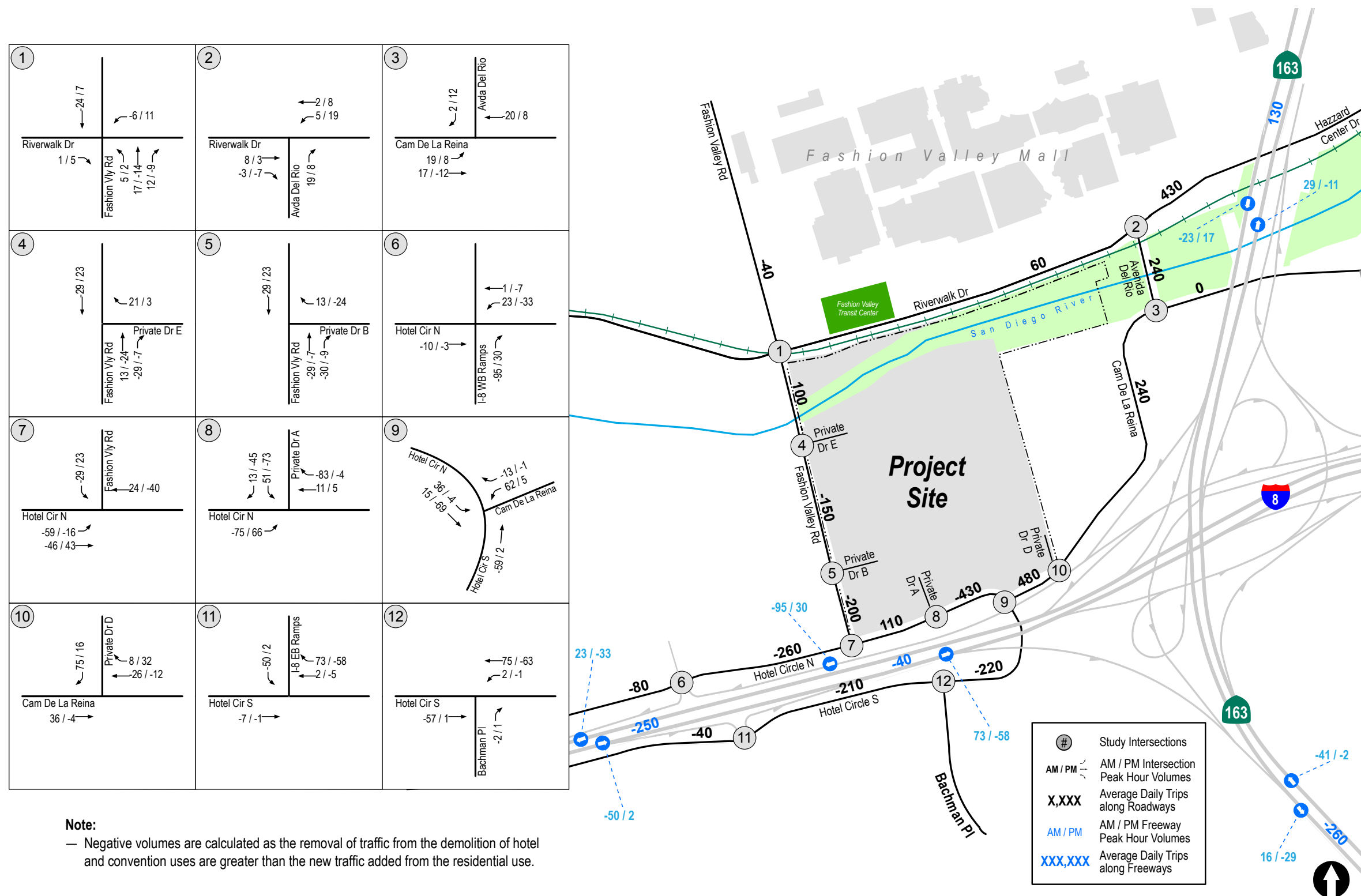
Source: Linscott Law & Greenspan 2015

Figure 4.2-18
Year 2035 (Horizon Year) Project Traffic Distribution (Residential Only)



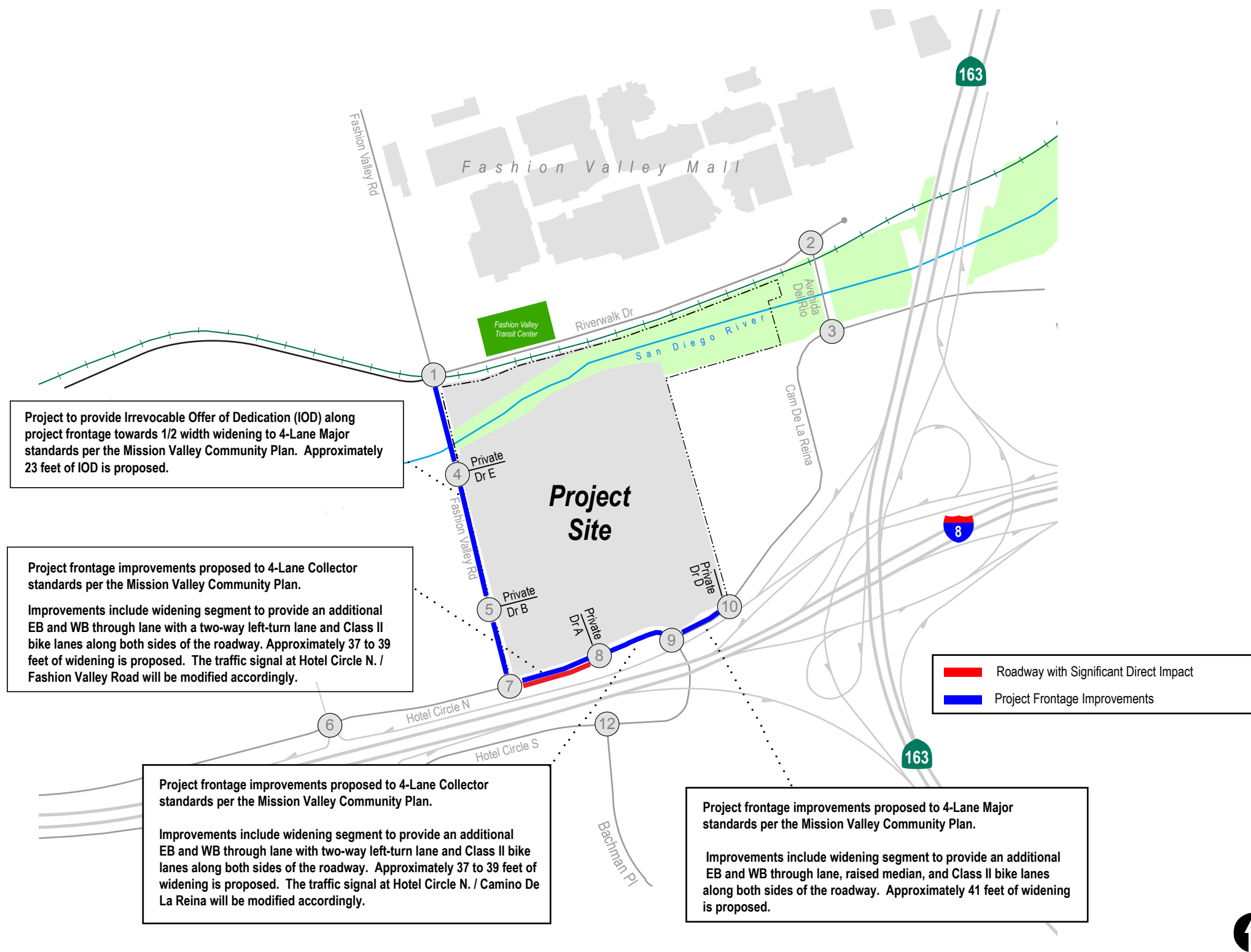
Source: Linscott Law & Greenspan 2015

Figure 4.2-19
Year 2035 (Horizon Year) Project Traffic Volumes (Residential Only)



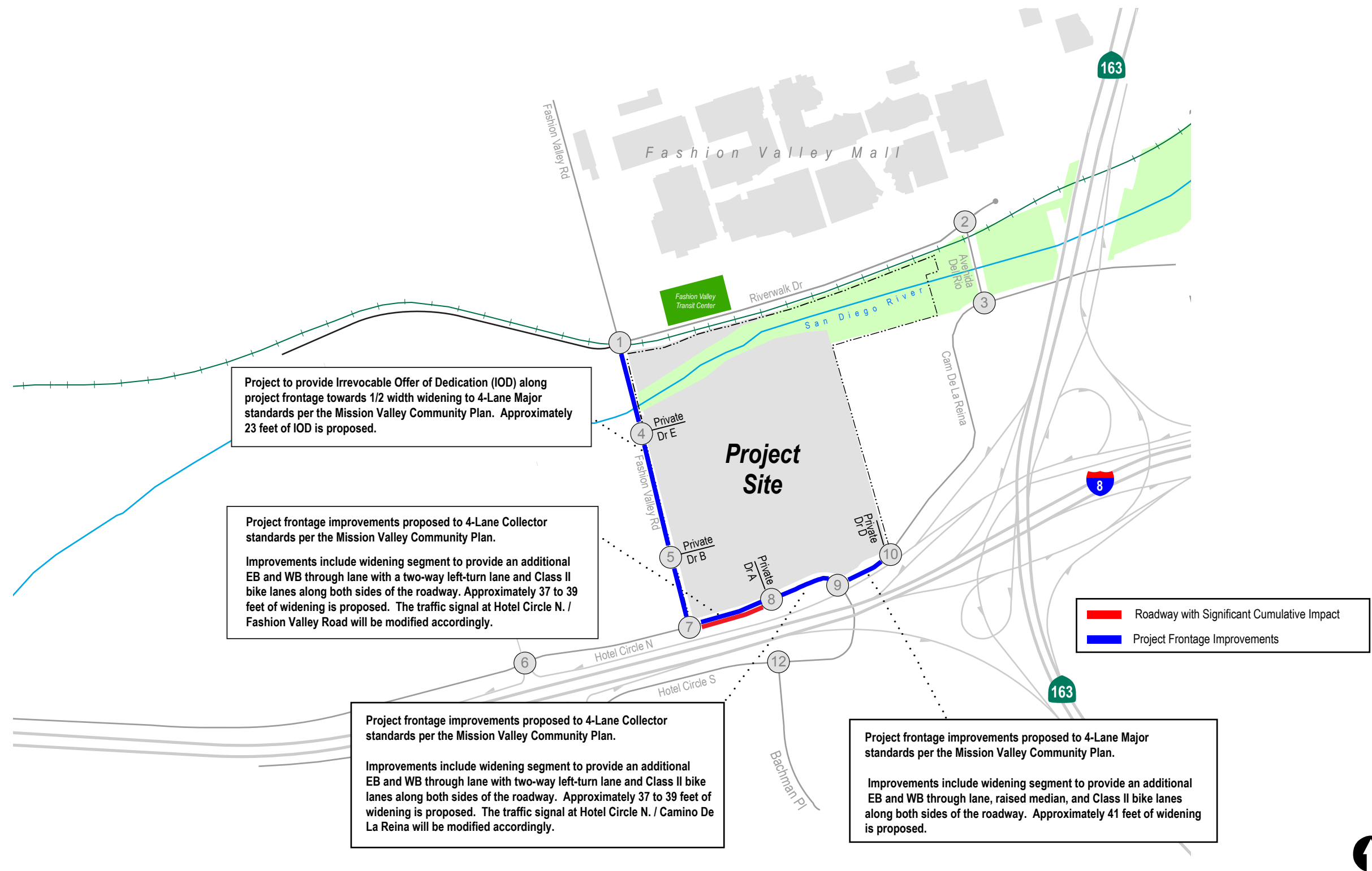
Source: Linscott Law & Greenspan 2015

Figure 4.2-20
Year 2035 (Horizon Year) Net Traffic Volumes



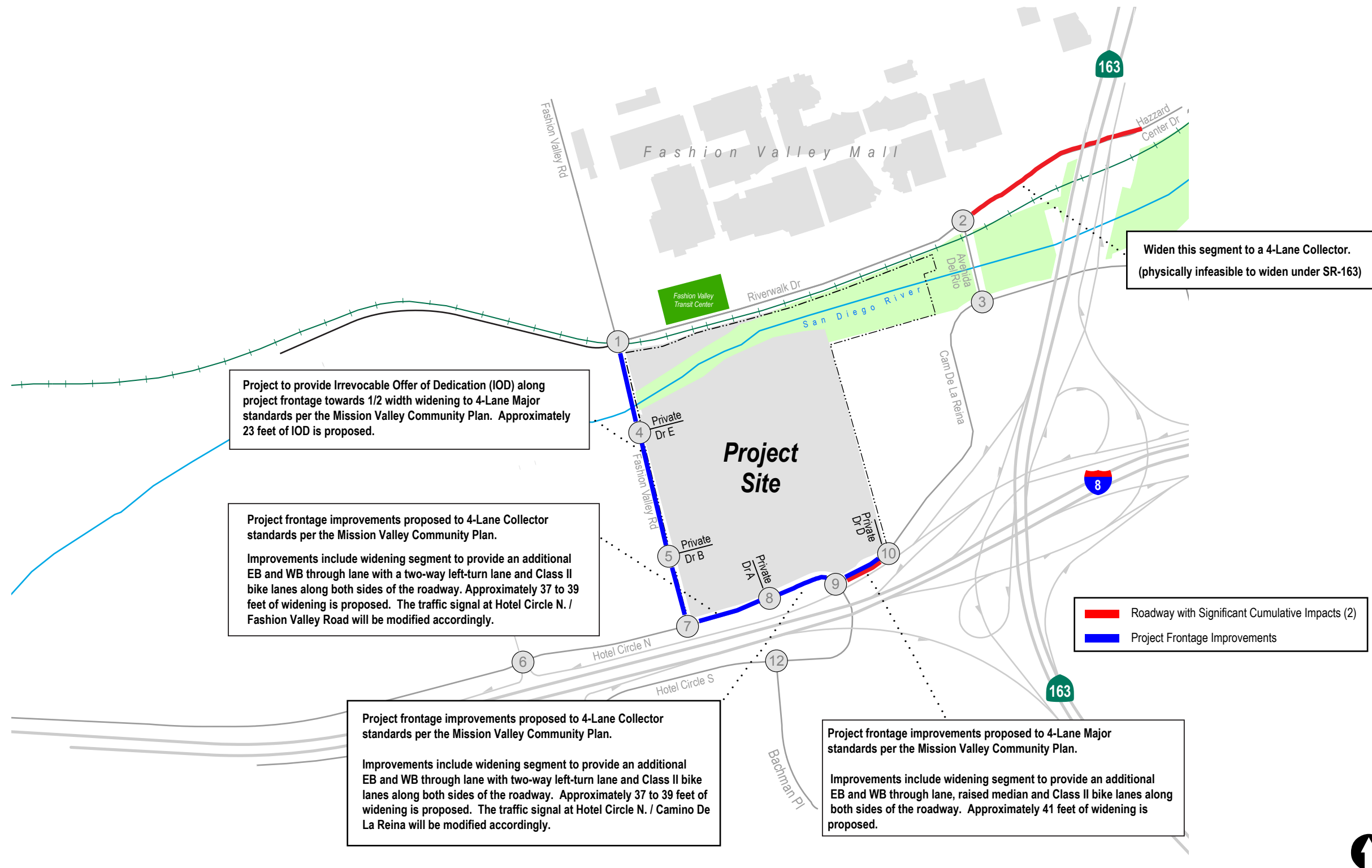
Source: Linscott Law & Greenspan 2015

Figure 4.2-22
Existing + Project Impacts and Mitigation



Source: Linscott Law & Greenspan 2015

Figure 4.2-23
Year 2022 + Project Impacts and Mitigation



Source: Linscott Law & Greenspan 2015

Figure 4.2-24
Year 2035 (Horizon Year) + Project Impacts and Mitigation

4.3 HISTORICAL RESOURCES

This section includes a description of existing historical resources (archaeological and built environment) conditions, a summary of applicable regulations, and an analysis of implementation of the project. The information in this section is based on the Archaeological Resources Report (ARR) (AECOM 2015) (Appendix D-3), and the Historical Resources Technical Report (HRTR) (AECOM 2016) (Appendix D-1) prepared for the project.

4.3.1 Existing Conditions

The project site is located on approximately 39.7 acres and contains hotel and convention center buildings and structures, landscaping, and paved areas. The project site is in an area of high archaeological sensitivity, and also contains several buildings and structures that are more than 45 years old. To establish the existing conditions of the project site and identify potential historical resources in the project site, archival research and a literature review were performed, a Native American contact program was initiated, prehistoric and historic contexts for the project site were developed, and a field survey was conducted.

4.3.1.1 Records Search and Literature Review

A cultural resources records search was conducted at the South Coastal Information Center (SCIC) at SDSU on September 23, 2014, for the project site and a 0.25-mile radius. The records search also included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), City of San Diego's Register of Historic Resources, and the San Diego History Center. Supplemental research was conducted at/with the following repositories and sources: San Diego History Center, San Diego County Assessor, City of San Diego Planning Department and Development Services Department, and the California Historical Resources Inventory Database.

Forty-five previous cultural resources investigations were identified within the 0.25-mile records search radius, with 14 covering all or part of the project site. These investigations primarily addressed archaeological resources. Fourteen previously recorded resources were identified within the 0.25-mile records search radius. Of the 14 resources, two archaeological resources were located within the project site. No built environment resources were identified within the project site.

The two previously recorded archaeological resources within the project site included one historic-period site (CA-SDI-19631; P-37-30938), and one historic isolate (P-37-30929). Neither of these was determined eligible for listing in the NRHP, CRHR, or local register. Site CA-SDI-

19631 (P-37-30938) is a historic trash deposit that was found during trenching for the Hotel Circle undergrounding project (Davidson 2008). All artifacts, with the exception of a metal can lid embedded in the sidewall, were collected. This site was observed in 2008 during monitoring for trenching activities and it is unclear whether or how much, if any, of the deposit remains, as it has been capped. The destruction of the site due to trenching activities would render site CA-SDI-19631 ineligible for listing in the NRHP, CRHR, or local register. Isolate P-37-30929 consists of three fragments of a historic plate of unspecified age found during the monitoring of underground trenching activities (Davidson 2007). Isolates are not eligible for listing in the CRHR. For a detailed description of the SCIC records search result, see the ARR (Appendix D-3).

4.3.1.2 Native American Contact Program

To initiate a contact program with Native American interested parties and obtain additional information about potential cultural resources within or in the vicinity of the project, a letter was sent to the Native American Heritage Commission (NAHC) on August 19, 2015, requesting a Sacred Lands File search. A response letter from the NAHC was received on September 3, 2015. A search of the Sacred Lands File by the NAHC failed to indicate the presence of cultural resources within the project site or the immediate surrounding area. The NAHC response also included a list of local Native American tribes and contacts that are traditionally and culturally affiliated with the area. On September 16, 2015, letters were sent to the list of Native American contacts provided by the NAHC, requesting further information on resources and soliciting comment on the project. To date, responses have been received from the Iipay Nation of Santa Ysabel and the Jamul Indian Village requesting follow-up conversations. Phone calls were returned, and messages were left for these respondents. Further attempts to contact Native American interested parties yielded no additional responses.

4.3.1.3 Prehistoric Setting

The sequence of human occupation of coastal Southern California begins in the Paleoindian period (11,500–8500 years before present [B.P.]), a time in which adaptations were formerly believed to be focused on the hunting of large game, but are now recognized to represent more generalized hunting and gathering, with considerable emphasis on marine resources. The following period, the Archaic (8500–1300 B.P.), is traditionally seen as encompassing both a coastal and an inland focus, with the coastal Archaic represented by the shell middens of the La Jolla complex and the inland Archaic represented by the Pauma complex. The Late Prehistoric period (1300–200 B.P.) is marked by the appearance of small projectile points indicating the use of the bow and arrow, the common use of ceramics, and the replacement of inhumations with cremations (Erlandson and Colten 1991).

The project site is in the traditional territory of the Kumeyaay. Also known as Kamia, Ipai, Tipai, and Diegueño, the Kumeyaay occupied the southern two-thirds of San Diego County. The Kumeyaay spoke a language within the Hokan family, which includes languages spoken by the lower Colorado River tribes (e.g., Quechan [Yuma], Mohave, Halchidhoma, Cocopa) and Arizona groups (e.g., Maricopa, Havasupai, Paipai) to whom they are closely related. The term Kamia and Kumeyaay are variants of the same word meaning westerner, from the point of view of the Colorado River groups (i.e., the Quechan and Mohave) (Bowden-Renna and Dolan 2006).

4.3.1.4 Historic Setting

In 1848, gold was discovered in California. The great influx of Americans and Europeans that resulted quickly overwhelmed many of the Spanish and Mexican cultural traditions and greatly increased the rate of decline among Native American communities. A few small ranches and farms were established in San Diego rural areas, but most communities of San Diego County were settled during the land booms and busts of the 1880s following the Santa Fe and Southern Pacific railroads linking San Diego with the Los Angeles region and with the eastern United States.

During this time, the project site was part of the San Diego River floodplain as it flowed to San Diego Bay when silt blocked its usual outlet at Mission Bay. The first recorded occurrence of this was in the winter of 1769, and the River returned to its course through Mission Bay (then known as False Bay) in the winter of 1774. Occurring again in 1833, the River flowed into San Diego Bay until 1853, when the Derby Dike was built using funds allocated by Congress. Lasting only a year, the Derby Dike was destroyed by rains in the winter of 1854. With the help of congressional funds in 1872, work began on another levee, which would lead to the permanent diversion of the San Diego River into False Bay (Davis 1953:20).

Originally, Mission San Diego de Alcalá owned the fields in the valley, until 1824 when the land came under the jurisdiction of the recently independent Mexican government, who expanded the rancho system in the valley and throughout Alta California. For the next 24 years, residents of nearby Old Town utilized the area for their own purposes, planting gardens and using it primarily as range for cattle and other livestock. Despite the population booms in San Diego in the late 19th century, and although it was subdivided as early as 1873, Mission Valley remained mostly a place for grazing livestock; it was not until the period of 1915 to 1926 that the area would become occupied (Bowden-Renna and Dolan 2006).

Serviced by a variety of old dirt trails, existing since the early Spanish period, and a main dirt road, Mission Valley saw the construction of a paved, 2-lane road in the early 1930s. Built by the San Diego County Highway Development Association, the new road was constructed to better

facilitate trucking and freight services. Despite this, throughout the 1940s, efforts to develop Mission Valley were few, especially as the Mission Valley Improvement Association fought against its commercialization, preferring instead to keep it a place of horse trails and small farms (Freischlag 1971). Very few sparsely scattered buildings along the River appear on the 1903, 1930, and 1943 U.S. Geological Survey (USGS) topographic maps of Mission Valley.

The area experienced periodic and frequent flooding, which often wiped out whole fields, and the area was not very amenable to activity other than farming. New development was slow to occur, since the railroads and highways mostly bypassed the area. Such flooding became the single largest impediment to Mission Valley's development. Despite several previous attempts at flood control, it was not until 1953 when USACE finished its work on a new control channel at the mouth of the San Diego River, begun in 1947, that the San Diego River was tamed. Expansion of development into Mission Valley became feasible (Freischlag 1971). With the breaking of ground on control channel projects and the increased demand for land in San Diego caused by massive population expansion during and following World War II, business leaders looked at Mission Valley and its immense potential for development (Freischlag 1971).

In anticipation of the USACE control channel, developers moved quickly to acquire land and promote construction, including the creation of the Mission Valley Golf Club in 1947 (Freischlag 1971). Rapid development occurred in the 1950s, with the construction of several hotels, including Town & Country Hotel in 1953, at what would become Hotel Circle, and Westgate Park, home to the San Diego Padres, which opened in 1955 (Crawford 1995; Freischlag 1971). These initial projects served to fulfill early developers' original intention of catering the area to recreation/tourism (Crawford 1995). However, as San Diego's population continued to rapidly expand, so did the development possibilities (Crawford 1995; Freischlag 1971).

Beginning in the late 1950s, the construction of U.S. 80, later I-8, facilitated higher volumes of visitors to the area, and Mission Valley saw a major rise in urban development and commercialization. Included among many of these commercial achievements were the creation of the Mission Valley Shopping Center in 1958, the construction of the San Diego (Jack Murphy, Qualcomm) Stadium in 1967, and the development of the Fashion Valley Shopping Center in 1969. Contemporary and subsequent improvements, such as the construction of other major highways, including SR-163 and Interstate 805 (I-805), completed by 1971, and updates to the flood channel during the 1960s and 1970s, helped to increase commercial development (City of San Diego 2013; Freischlag 1971). By the 1970s and the 1980s, the last remnants of the region's historical agricultural economy were all but gone, having given way to enlarged commercialization (City of San Diego 2013).

The development of Hotel Circle was spearheaded by Charles H. Brown (1917–1967), a local developer. In an effort to increase property values, Brown sought to draw business toward Mission Valley and away from downtown (Potter 2013). The popularity of suburban hotels in San Diego contributed to reported economic losses for downtown hotels (City of San Diego 2007). In the 1950s, Brown helped secure zoning variances from the San Diego City Council, founded Atlas Hotels, Inc., and began developing hotels and motels along U.S. 80 (Starr 2009), beginning with Town & Country Hotel in 1953, the first hotel established in Mission Valley. Brown also established Rancho Presidio Hotel (later Hanalei Hotel), Mission Valley Inn, and Kings Inn (Van Wormer 2013). Throughout the 1950s, Brown worked to develop and expand hotels on Hotel Circle.

Built in 1953, Town & Country Hotel was the first hotel constructed in Mission Valley. The hotel was planned and designed by architects from John J. Sherman Company of San Diego, while construction was handled by the Town & Country Development, Inc., headed by Charles Brown (*San Diego Union* 1953a, 1953b). At the time, it was referred to as the “Million Dollar Mission Valley Hotel” for its \$800,000 estimated cost (*San Diego Union* 1953b, 1953c). The hotel design was influenced by the Tiki-Polynesian style. The style became popular for hotels, restaurants, and other commercial buildings in Southern California following the appeal for exotic, tropical themes of the Pacific after World War II from circa 1950 to 1965 (City of San Diego 2007).

Town & Country Hotel steadily expanded from its original 46 hotel units in 1953 with an additional 64 hotel units added in 1955 (currently Building 3200 complex), then 90 more in 1957 (Buildings 3300 and 3400). In 1961–1962, a project costing \$280,000 was completed to expand the hotel to have seven meeting rooms, and other projects costing \$35,500 for new administrative offices and \$38,000 for a new coffee shop were completed. During this time period, shops and a service station were also added to the property (*San Diego Union* 1962). Another addition of 80 hotel units in a four-building courtyard (Building 3500 complex) was also completed in 1962. After completion of the Building 3500 complex and the Tiki Pavilion, the hotel remained relatively unchanged until the end of the 1960s.

By this time, the resort offered “informal luxury... beautiful landscaped grounds sparkling with palm trees and imbued with graceful serenity in a scenic garden atmosphere of comfortable pleasure” (Town & Country brochure c. 1962). Amenities included air conditioning, free parking by guest room doors, free television and radio, heated swimming pools, golfing, babysitting, car rental, the Gourmet Room restaurant, and the Gold Coast Gay 90’s cocktail lounge (Town & Country brochure c. 1962).

In 1968, Town & Country Hotel, Hanalei Hotel, Mission Valley Inn, and Kings Inn were consolidated under Atlas Hotels, Inc. Atlas announced its plans to expand the facilities at the Town & Country site with a 10-story high-rise hotel building with more than 300 additional hotel units; a six-story, 1,000-car parking garage; a 1,540-person capacity convention-banquet hall; a trade show area; a commissary; a coffee shop; a restaurant and night club; and other facilities (*San Diego Union* 1968a, 1968c). The commissary would accommodate food services for all of Atlas's hotels in Mission Valley. This plan coincided with the development of Fashion Valley Center to the north, and the construction of Fashion Valley Lane, a new connecting street between Hotel Circle North and Friars Road that passed to the west of the project site.

In November 1968, it was reported that excavation removed the "lush, green lawn in front of Town & Country Hotel," and construction was underway on several of the new facilities (*San Diego Union* 1968b). Between 1968 and 1969, the hotel lobby was remodeled, and the high-rise tower (Royal Palm Tower), the Lanai coffee shop (Terrace Café), and the Palais 500 gourmet supper club (Bella Tosca Spa) were completed. Designed by the San Diego architectural firm of William T. Hendrick and John R. Mock (Hendrick & Mock), the new buildings displayed a mix of Tiki-Polynesian and Brutalist styles.

The Convention Center (Atlas Ballroom) opened February 1970 with rooms that could accommodate almost 7,000 people (*San Diego Union* 1970; 1971). Constructed of steel and pre-stressed concrete, the Convention Center had a subterranean parking garage that could hold 276 cars. The Convention Center displayed modern Brutalist theories of exposed and expressive concrete walls at the exterior and interior. It was expanded in 1975 with the Mission (Golden Pacific) Ballroom to the north, and in 2007 with the Grand Exhibition Hall to the south. The Convention Center was the first dedicated meeting space for hosting conventions and other events in San Diego until the development of the present-day San Diego Convention Center in 1989 (*San Diego Union* 1975).

Hendrick & Mock won a first place Gold Medal Award for civic building design in the annual national design competition sponsored by the Society of American Registered Architects in 1971 for the Convention Center design (*San Diego Union* 1971). In 1963, John R. Mock started a firm with partners William Hendrick and William Tipple, but Tipple quickly left the firm, which became Hendrick & Mock in 1964. Little information about Hendrick's career is available. Mock graduated from the University of Detroit in 1957 and moved to San Diego where he worked for Frank Hope from 1958 to 1963. He participated in the design of the Timken Museum and other modern buildings in San Diego. Hendrick & Mock designed several post-and-beam homes for builders in Del Cerro and La Jolla. From 1963 to 1994, Hendrick & Mock created designs for over 686 projects in the San Diego and greater Southern California region (Modern San Diego n.d.).

4.3.1.5 Historical Resources

Archaeological Resources

A field survey of the project site was conducted on September 23–24, 2014, led by archaeologist Christy Dolan, M.A., R.P.A. (AECOM 2015). No archaeological resources were observed during the field survey. The previously recorded archaeological site (P-32-30938) and isolate (P-37-30929) were not relocated due to their respective locations having been paved. No new archaeological resources were identified within the project site. However, the project site is in an area of high archaeological sensitivity. Its location next to the San Diego River would have made it highly attractive for both historic and prehistoric settlement. Historic roads passed near the project site on the way to the Mission San Diego de Alcalá. Because of the alluvial nature of soil deposition in the valley, archaeological sites could be deeply buried within the project site beneath the soils previously disturbed by construction. Many prehistoric sites have been identified within the valley with cultural remains recovered at depths up to 4 meters below the ground surface with intact deposits well below the water table. Known sites near the project site include at least seven prehistoric resources located within the Riverwalk Golf Course immediately west of the project site, with most dating to less than 2,500 years B.P. A large prehistoric site, CA-SDI-12,126 was found just west of the project site. While deep construction in areas of the complex would likely have destroyed some archaeological remains within the project site, the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area.

Built Environment Resources

The property has had several building campaigns reflecting several architectural styles since the original construction of Town & Country Hotel in 1953, and then 7 Inns of America/Le Baron Hotel on the adjacent parcel in 1966. Alterations have included the addition of several buildings, the removal of buildings and features, the rehabilitation of interior and exterior hotel and conference facilities, and the installation of landscape features throughout the property. Aside from the usual update of hotel facilities (new carpets, plumbing, bathroom fixtures, paint, appliances, HVAC systems, electrical systems, etc.), major renovations, including replacement of interior finishes, carpets, furniture, etc., of the hotel buildings occurred in 1969–1970 when Town & Country Hotel planned a huge expansion for the Convention Center, the Royal Palm Tower, and several other related facilities. At the same time, the original Town & Country Hotel buildings were altered to conform to the new design. In 1974, the Le Baron planned to upgrade its facilities for a trendy theme of attracting business travelers, but subsequently went bankrupt. In 1975, Atlas Hotels purchased the Le Baron property and renovated all the facilities to conform to the Town & Country style. In the 2000s, the entire site was renovated to have a unified

Classical/English country garden theme. The property has been constantly evolving to the present time.

The project site currently has distinct areas of historical development related to the original Town & Country Hotel buildings (1953–1962); the Town & Country Hotel expansion (1968–1970); the former 7 Inns of America/Le Baron Hotel (1966–1968); and the Convention Center (1970–1975) (illustrated in Figure 4.3-1). The areas contain several buildings exhibiting a variety of Modernist architectural influences, including Ranch, Tiki-Polynesian, Futurist, Contemporary, and Brutalist characteristics, as defined in the 2007 *San Diego Modernism Historic Context Statement* (City of San Diego 2007).

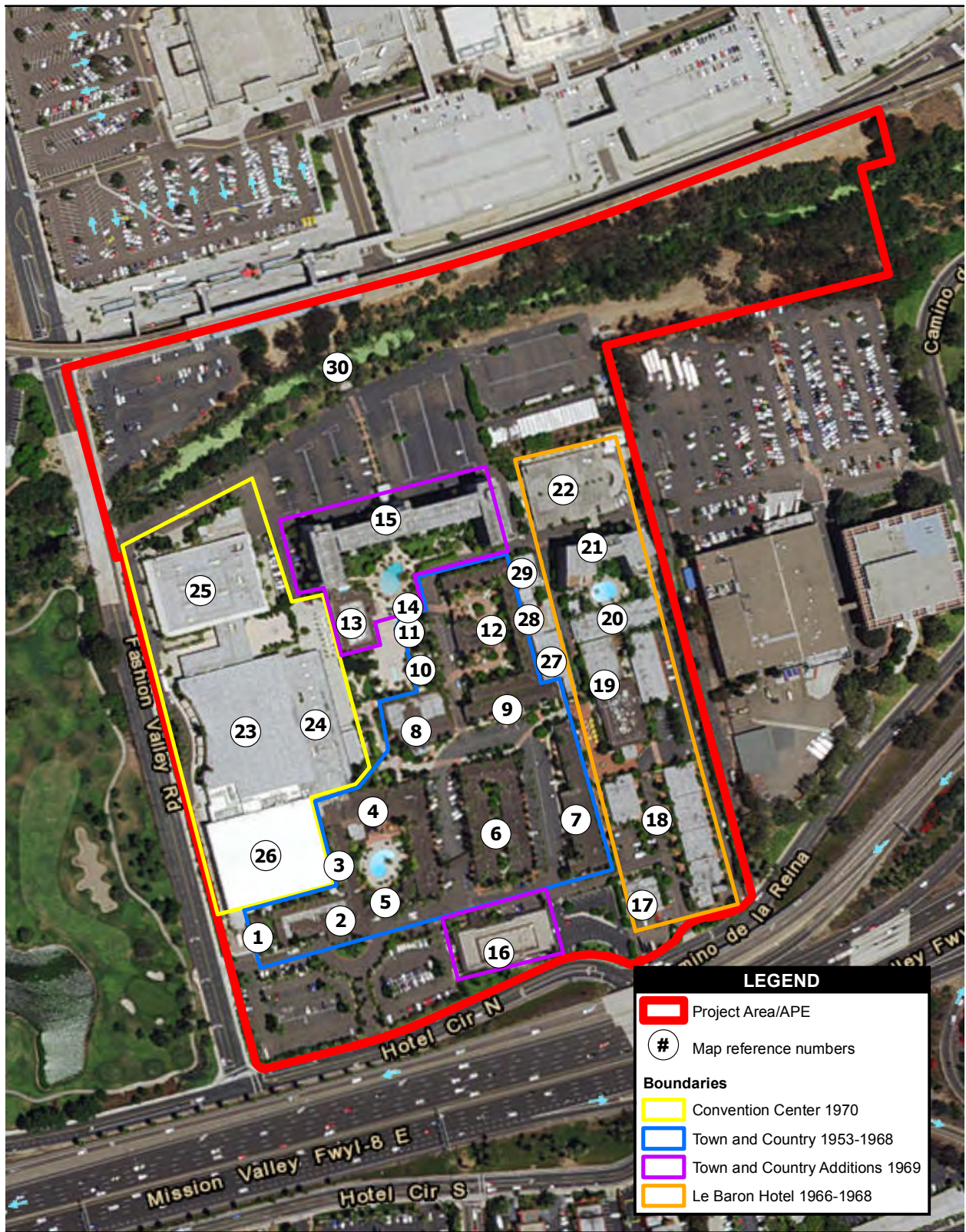
An intensive survey of the project site was conducted on November 4, 2014, by architectural historian M.K. Meiser, M.A. (AECOM 2016). Thirty permanent buildings and structures were identified as part of the survey. In addition, several other structures and objects located around the property were observed, including three swimming pools, gazebos, fountains, statuary, and planters.

Town & Country Hotel

The earliest Town & Country Hotel buildings were constructed in 1953–1955. These include the Offices (see Figure 4.3-1, #1), Lobby (#2), Building 3100 (#3), Trellises Restaurant (#4), Lexington Rooms (#5), the Building 3200 complex (#6), Meeting House (#8), and Dover/Stratford (#10). These were designed thematically with Ranch-style characteristics, including single-story horizontal massing, low-sloped gabled roofs with wood shingle roofing and wide overhangs covering outdoor walkways, and board-and-batten siding. The Lobby has a broad porte-cochere and exposed heavy timber framing, and Trellises Restaurant with its covered entrance patio. A patio with a kidney-shaped pool is the focal point of this area, located between the Lobby, Building 3100, Trellises Restaurant, and Building 3200.

Additional Town & Country Hotel buildings were constructed in 1956–1962. These include Building 3300 (#7), Building 3400 (#9), and the Building 3500 complex (#12). The buildings are drive-up motel buildings with some elements that reflect the design of the earlier buildings, including low-sloped gabled roofs with wood shingle roofing and wide overhangs covering outdoor walkways, but include more Contemporary-style characteristics, including two-story horizontal massing and mixed stucco, board-and-batten and brick siding.

The Tiki Pavilion (#11), built in 1961, and the Terrace Café (originally the Lanai Coffee Shop) (#13), the Lanai Gift Shop (#14), and the Bella Tosca Day Spa and Salon (originally Palais 500 restaurant) (#16), built in 1969, are representative of the Tiki-Polynesian style, with broad



Source: SanGIS 2014; AECOM 2014; BING 2014

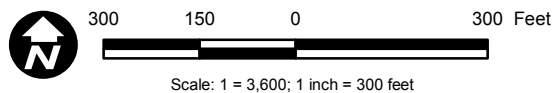


Figure 4.3-1
Surveyed Built Environment
Resources in the Project Site

Town & Country Project EIR

Path: \\ussdglfp001.na.aecomnet.com\data\projects\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922 Maps\EIR\10_3\Fig4_3_1_Surveyed_Resources_10_3.mxd, 11/19/2015, sorense

pavilion roof forms covered in wood shingle roofing and adjacent Tiki-Polynesian-style landscape features. The Royal Palm Tower (#15), built in 1969, reflects Contemporary design with Brutalist influence with its multi-story, monolithic, textured concrete construction and repetitive patterns.

Former 7 Inns of America/Le Baron Hotel

The buildings on the east side of the Town & Country property were constructed between 1966 and 1968 and were once part of Le Baron Hotel, separate from Town & Country Hotel. These buildings include Kelly's Restaurant (#17), the Building 3600 complex (#18), the Building 3700 complex (#20), the Regency Conference Center (#19), the Regency Tower (#21), and a parking structure (#22). Kelly's Restaurant is a brick and stucco building with Contemporary features. The Building 3600 and Building 3700 motel buildings are generally Contemporary, two stories high, horizontally oriented, with stucco siding, metal staircases, shadow block accents, simple forms, and overhanging rooflines over exterior walkways, and have the same inverted parabolic arch column design at their north and south façades, respectively.

Building 3600, built in 1966, has a prominent façade at its south end, facing Hotel Circle North and the highway, with an expressive Futurist-style form consisting of a series of parabolic arches projecting from a stone-sided exterior wall. The same Futurist-style theme is reflected in the Regency Conference Center, built in 1967, with an arcade of parabolic arches, plate glass windows, and decorative stone and concrete exterior walls defining the south and east walls, and open arches at the second story of the north side (rear elevation). The Regency Tower, built in 1968, is a nine-story tower that was originally an eight-story tower that shared the thematic Futurist design of the hotel with similar parabolic arches to Building 3600 and the Regency Conference Center. The arches were removed and the ninth story was added, and the building has angular massing, a boxed roofline, and mixed siding.

Convention Center

The Convention Center, built in 1970 with additions in 1975 and 2007, includes the Atlas Ballroom (#23), the Palm Court Terrace (#24), the Golden Pacific Ballroom (#25), and the Grand Exhibit Hall (#26). The Atlas Ballroom, built in 1970, reflects late Contemporary design with some Brutalist influence in the exposed and expressive concrete forms of its façade, grand entrance, and foyer. The Palm Court Terrace, also built in 1970, has some Contemporary characteristics, including a prominent roof form and overhang, and mixed, textured siding. The Golden Pacific Ballroom was a later addition in 1975, and has an eclectic, late Modernist design, with a strong roof form and mixed siding. The Grand Exhibit Hall, built in 2007, has a smooth

stucco/concrete exterior with arched bays in relief, and reflects current architectural design and construction.

Other Resources

A simple board-and-batten maintenance building (#28) was built in 1969 behind the Building 3500 complex, and additional support buildings, the Laundry (#27) and Engineering (#29), were built after the Le Baron Hotel property was acquired. The Laundry and Engineering buildings are utilitarian with Neoelectic stucco siding and flat roofs with wood shingle Mansard roofing overhangs. These buildings also have central utilitarian roll-up garage doors. The maintenance complex also includes a greenhouse structure with a curvilinear glass form over a concrete block base.

Other permanent structures are present on the property, including signage, three swimming pools, gazebos, and a pedestrian bridge (#30) that crosses the San Diego River. Ornamental objects are ubiquitous on the property, including fountains; statuary; fences; brick piers with lanterns; brick planters; arbors; trellises; lattice fences; potted plants; concrete and bricked paths; sun umbrellas; and a variety of moveable cast iron, wood, and plastic outdoor seating. The site has an assortment of vegetation, including mature palm, ficus, and other decorative trees, as well as rose bushes, geraniums, climbing vines, birds of paradise, ferns, and other plants.

4.3.2 Regulatory Conditions

State Laws, Regulations, Plans, and Policies

California Environmental Quality Act (CEQA)

CEQA applies to all discretionary projects undertaken or subject to approval by the state's public agencies (CEQA Guidelines Section 15002(i)). CEQA (PRC Section 21001[b], [c]) states that it is the policy of the State of California to “take all action necessary to provide the people of this state with... historic environmental qualities...and preserve for future generations examples of the major periods of California history.” CEQA Guidelines require that historical and unique archaeological resources be taken into account during the environmental review process. Section 15064.5 of the CEQA Guidelines states that “a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.”

Historical Resources

CEQA Guidelines (Section 15064.5(a)) define a “historical resource” as including the following:

- A resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR);
- A resource listed in a local register of historical resources (as defined at PRC Section 5020.1(k));
- A resource identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. (Generally, a resource is considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR. See further discussion of the CRHR below.)

A project that causes a “substantial adverse change” in the significance of a historical resource may have a significant effect on the environment (CEQA Guidelines Section 15064.5(b)). CEQA Guidelines (Section 15064.5(b)(1)) define “substantial adverse change” as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.” Generally, the significance of a historical resource is “materially impaired” when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in or eligibility for the CRHR, or its inclusion in a local register of historical resources (CEQA Guidelines Section 15064.5(b)(2)).

Mitigation measures are discussed in CEQA Guidelines Section 15126.4. Generally, by following the Secretary of the Interior’s Standards for the Treatment of Historic Properties or the Secretary of the Interior’s Standards for Rehabilitation (Weeks and Grimmer 1995), impacts can be considered as mitigated to a level less than significant (CEQA Section 15064.5 (b)).

Archaeological Resources

If the resource in question is an archaeological site, CEQA Guidelines (Section 15064.5(c)(1)) require that the lead agency first determine if the site is a historical resource as defined in Section 15064.5(a). If the site qualifies as a historical resource, potential adverse impacts must be

considered in the same manner as a historical resource (CEQA Guidelines Section 15064.5(c)(2)). If the archaeological site does not qualify as a historical resource but does qualify as a unique archaeological resource, then the archaeological site is treated in accordance with CEQA Section 21083.2 (CEQA Guidelines Section 15064.5(c)(3)). In practice, most archaeological sites that meet the definition of a unique archaeological resource would also meet the definition of a historical resource.

CEQA Section 21083.2(g) defines a “unique archaeological resource” as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions, and there is public information in that information.
- Has a special and particular quality, such as being the oldest or best example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

The CRHR program was designed for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California’s historical resources. A historical resource can include any object, building, structure, site, area, or place that is determined to be historically or archaeologically significant. The CRHR is an authoritative guide to the state’s significant archaeological and historic architectural (built environment) resources. The list of these resources can be used for state and local planning purposes, the eligibility determinations can be used for state historic preservation grant funding, and listing in the CRHR provides a certain measure of protection under CEQA. In addition, properties designated under municipal or county ordinances are also eligible for listing in the CRHR. A historical resource must be significant at the local, state, or national level under one or more of the following criteria defined in CCR Title 14, Chapter 11.5, Section 4850:

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values;
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Public Resources Code Section 5097.5, Section 5097.9 and Section 622.5

PRC Section 5097.5 states that a person shall not knowingly excavate, harm, or destroy any historic or prehistoric ruins or sites on public lands, unless granted permission by the public agency that has jurisdiction over those lands. Violations are classified as a misdemeanor, punishable by fine and/or imprisonment. The section outlines the specific parameters of addressing the violation.

PRC Section 5097.9 states consultation with the NAHC is required whenever Native American graves are found. Pursuant to Health and Safety Code (HSC) subdivision c of Section 7050.5 (see below), when the NAHC is notified of human remains, it shall immediately notify those persons it believes to be the Most Likely Descendants (MLDs). Section 5097.98 1(b) states: “Upon the discovery of the Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred, as prescribed in this section, with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.” It also states possible preferences the MLD may have for treatments, including preservation in place, nondestructive removal and analysis, relinquishment to the MLD, or other appropriate treatment.

PRC Section 622.5 establishes that any person, who is not the owner thereof, who willfully injures, disfigures, defaces, or destroys an object of archaeological or historical value on private or public lands is guilty of a misdemeanor.

Public Notice to California Native American Indian Tribes (Government Code Section 65092)

In the event of a public hearing, Government Code Section 65092 states that California Native American tribes on the contact list of the NAHC are included in the definition of “person” to whom notice of the public hearing would be sent to by local governments or agencies.

Health and Safety Code Section 7050.5

HSC Section 7050.5 requires that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the Coroner determines, or has reason to believe, the remains to be those of a Native American, the Coroner shall contact the NAHC by telephone within 24 hours. In addition, any person who mutilates or disinters, wantonly disturbs, or willfully removes any human remains in or from any location other than a dedicated cemetery without authority of law is guilty of a misdemeanor.

Assembly Bill 52

AB 52 (Chapter 532, Statutes of 2014) was passed on September 25, 2014, and applies to all projects that file a notice of preparation or notice of negative declaration or mitigated negative declaration on or after July 1, 2015. The bill requires that a lead agency begin consultation with a California Native American tribe if that tribe has requested, in writing, to be kept informed of projects by the lead agency, prior to the determination whether a negative declaration, mitigated negative declaration, or environmental impact report would be prepared. The bill also specifies mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. Additionally, the Office of Planning and Research would revise the guidelines to separate the consideration of tribal cultural resources from paleontological resources by July 1, 2016.

Regional and Local Laws, Regulations, Plans, and Policies

City of San Diego Historical Resources Regulations

The Historical Resources Board (HRB) has been established by the City Council in accordance with the City Charter, Section 43. The LDC sets forth HRB's authority, appointment and terms, meeting conduct, and powers and duties; the designation process including the nomination process, noticing and report requirements, appeals, recordation, amendments or rescission, and nomination of historical resources to state and national registers; and development regulations for historical resources.

SDMC, Chapter 14, Article 3, Division 2 contains regulations to protect, preserve and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures or historical objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to ensure

that development occurs in a manner that protects the overall quality of historical resources. It is further the intent of these regulations to protect the educational, cultural, economic, and general welfare of the public, while employing regulations that are consistent with sound historical preservation principles and the rights of private property owners.

The City's Historical Resources Regulations (codified in the SDMC as Chapter 11, Article 3, Division 1, Section 143.0210) provide definitions of the different types of historical resources and require that historical resources and traditional cultural properties be preserved unless deviation findings can be made by the decision maker as part of a discretionary permit. Minor alterations consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties are exempt from the requirement to obtain a SDP but must comply with the regulations and associated historical resources guidelines. Limited development may encroach into important archaeological sites if adequate mitigation measures are provided as a condition of approval.

City of San Diego Land Development Manual – Historical Resource Guidelines

Historical Resources Guidelines, located in the Land Development Manual (City of San Diego 2001a), provide property owners, the development community, consultants, and the general public explicit guidance for the management of historical resources located within the City's jurisdiction. These guidelines are designed to implement the historical resources regulations contained in the LDC (Chapter 14, Article 3, Division 2) and guide the development review process from the need for a survey and how impacts are assessed to available mitigation strategies and report requirements and include appropriate methodologies for treating historical resources located in the City (City of San Diego 2001b).

Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area, or object may be designated a historical resource by the City's HRB if it meets one or more of the following designation criteria:

- A. It exemplifies or reflects special elements of the City's, a community's, or a neighborhood's, historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development;
- B. It is identified with persons or events significant in local, state or national history;
- C. It embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;

- D. It is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman;
- E. It is listed or has been determined eligible by the National Park Service for listing in the NRHP or is listed or has been determined eligible by the State Historical Preservation Office for listing in the CRHR; or
- F. It is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

4.3.3 Impact Analysis

Evaluation Summary

The evaluation of the project site under CRHR and the City's HRB designation criteria as described in the HRTR (AECOM 2016) resulted in the following conclusions:

- The original Town & Country Hotel buildings (Offices; Lobby; Trellises Restaurant; Lexington Rooms; Meeting House; Dover/Stratford; Buildings 3100, 3200, 3300, 3400, and 3500; and Tiki Pavilion) meet CRHR Criterion 1 and HRB Criterion A for a period of significance of 1953–1962 and CRHR Criterion 2 and HRB Criterion B for a period of significance of 1953–1967. However, due to loss of integrity in design, materials, setting, and feeling, these buildings do not appear eligible for listing in the CRHR or the local register.
- The Building 3600 complex meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967–1968, as a local example of Futurist architecture. However, the Building 3600 complex's integrity of design has been substantially altered by the enclosure of its porte-cochere and the reorientation of its main entrance, and it does not appear to have sufficient integrity to be eligible for the CRHR or the local register.
- The Regency Conference Center meets CRHR Criterion 3 and HRB Criterion C for a period of significance of 1967–1968, as a local example of Futurist architecture. It retains integrity of design, materials, and workmanship, as well as location, setting, feeling, and association, to be eligible for the CRHR and the local register.
- The Convention Center meets CRHR Criterion 3 and HRB Criterion C for its period of significance, 1970, as important and representative design of a specific building type from the late Modernist period, for which Hendrick & Mock won an award in civic

building design. While the building, particularly the Atlas Ballroom, retains several character-defining features of the original design, the building has been substantially altered with intrusive additions and the removal of the original orange tile in the façade, an important feature of the original design. The Convention Center does not appear to retain sufficient integrity of design and materials to be eligible under these criteria for the CRHR or the local register.

The Regency Conference Center (Figure 4.3-2) was found eligible for the CRHR and the local register, and is considered a historical resource. However, on March 24, 2016, the San Diego HRB motion to designate the property per the staff recommendation failed. A follow-up motion to designate Buildings 3100 and 3200 under HRB Criteria A and C also failed. No additional motions were made, and the property was not designated. Despite the HRB's action to not designate, the resource is still considered historically significant under CEQA. The remaining buildings within the project site do not meet the eligibility criteria for the CRHR or the local register or do not retain sufficient integrity for eligibility. Table 4.3-1 provides a summary of these findings.



Figure 4.3-2. Regency Conference Center, Garden Ballroom main entrance, south elevation.

Table 4.3-1
Evaluation Summary of Built Environment Resources in Project Site

Ref. #	Name	Date	Applicable Criteria	Integrity	Eligibility	Status Code	Action	Impact
1	Offices	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
2	Lobby	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
3	Building 3100	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
4	Trellises Restaurant	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
5	Lexington Rooms	1955	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
6	Building 3200 Complex	1955	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
7	Building 3300	1956	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
8	Meeting House	1962	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
9	Building 3400	1956	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
10	Dover/Stratford	1953	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
11	Tiki Pavilion	1961	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Demolition	No impact
12	Building 3500 Complex	1958	CRHR 1 and 2; HRB A and B	Significantly diminished	Not Eligible	6Z	Partial Demolition	No impact
13	Terrace Café	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
14	Lanai Gift Shop	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
15	Royal Palm Tower	1969	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
16	Bella Tosca Spa & Salon	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
17	Kelly's Restaurant	1966	None	N/A	Not Eligible	6Z	Demolition	No impact
18	Building 3600 Complex	1966	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Demolition	No impact
19	Regency Conference Center	1967	CRHR 3; HRB C	Sufficient	Eligible	3S	Demolition	Significant
20	Building 3700 Complex	1968	None	N/A	Not Eligible	6Z	Demolition	No impact
21	Regency Tower	1969	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
22	Parking Structure	1969	None	N/A	Not Eligible	6Z	Demolition	No impact
23	Convention Center (Atlas Ballroom)	1970	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Rehabilitation	No impact
24	Convention Center (Palm Court Terrace)	1970	CRHR 3; HRB C	Significantly diminished	Not Eligible	6Z	Rehabilitation	No impact
25	Golden Pacific Ballroom	1975	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
26	Grand Exhibit Hall	2007	None	N/A	Not Eligible	6Z	Rehabilitation	No impact
27	Laundry	1979	None	N/A	Not Eligible	6Z	Demolition	No impact
28	Maintenance	1969	None	N/A	Not Eligible	6Z	Demolition	No impact

Ref. #	Name	Date	Applicable Criteria	Integrity	Eligibility	Status Code	Action	Impact
29	Engineering	1979	None	N/A	Not Eligible	6Z	Demolition	No impact
30	Pedestrian Bridge	1992	None	N/A	Not Eligible	6Z	Demolition	No impact

N/A = not applicable

6Z = Found ineligible for the NRHP, CRHR, or local designation through survey evaluation.

3S = Appears eligible for the NRHP as an individual property through survey evaluation.

Issue 1: Would the project result in an alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic building (including an architecturally significant building), structure, object, or site?

4.3.3.1 Impact Thresholds

The City has developed Significance Determination Thresholds to assist staff, project proponents, and the public in determining whether, based on substantial evidence, a project may have a significant effect on the environment, per CEQA Guidelines Section 21082.2, and therefore the environmental impact requires mitigation. The City's Significance Determination Thresholds for analyzing impacts to historical resources describe three kinds of impacts to historical resources: direct, indirect, and cumulative.

Direct impacts generally result from activities that would cause damage to or have an adverse effect on the resource. Indirect impacts (primarily for built environment resources but also applicable to archaeological resources) include the introduction of visual, audible, or atmospheric effects that are out of character with the historic property or alter its setting, when the setting contributes to the property's significance. For archaeological resources and traditional cultural properties, indirect impacts are often the result of increased public accessibility to resources not otherwise subject to impacts that may result in an increased potential for vandalism and site destruction. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. According to the City's Historical Resources Guidelines, the loss of a historical resource database due to mitigation by data recovery may be considered a cumulative impact. In the built environment, cumulative impacts most often occur to districts, where several minor changes to contributing properties, their landscaping, or to their setting over time could result in a significant loss of integrity to the district as a whole.

Based on the current City of San Diego's Significance Determination Thresholds, historical resource impacts may be significant if the project would affect any of the following:

- A resource listed in, eligible or potentially eligible for listing in the NRHP.

- A resource listed in, or determined to be eligible by, the State Historical Resources commission, for listing in the CRHR (PRC Section 5024.1).
- A resource included in a local register of historical resources, as defined in Section 5020.1 (k) of the PRC, or identified as significant in an historical resource survey meeting the requirements of Section 5024.1 (g) of the PRC.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1).
- An archaeological site consisting of at least three associated artifacts/ecofacts (within a 40-square-meter area) or a single feature.
- A "traditional cultural property." A site would be considered to possess ethnic significance if it is associated with a burial or cemetery; religious, social or transitional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the belief system of a discrete ethnic population.

The determination of significance of impacts on historical and unique archaeological resources is based on the criteria found in Section 15064.5 of the State CEQA Guidelines. Section 15064.5 clarifies the definition of a substantial adverse change in the significance of a historical resource as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

4.3.3.2 Impact Analysis

Archaeological Resources

No newly identified archaeological resources were found within the project site, as a result of the investigation completed for the ARR. Two known archaeological resources within the project site, historic trash deposit (CA-SDI-19631, P-37-30928) and the isolate (P-37-30929), are not eligible for the NRHP, CRHR, or local register, and were not relocated during the field survey (AECOM 2015). Although no known archaeological resources would be impacted by the project, there is a high potential for archaeological resources to be present below the level of previous disturbance. Buried archaeological sites may be impacted by excavation or grading required for the project.

Built Environment Resources

As a result of the assessment completed for the HRTR (AECOM 2016), one resource was identified as eligible for the CRHR and the City's Register of Historic Resources: the Regency Conference Center. The Regency Conference Center individually meets CRHR Criterion 3 and HRB Criterion C for its embodiment of the Futurist style, with a period of significance from 1967 to 1968. The San Diego HRB did not designate the property, so it is not subject to local requirements as a historical resource, although it is still a historical resource for the purposes of CEQA.

As a result of the project, one historical resource, the Regency Conference Center, would be demolished. Demolition of the Regency Conference Center is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) and their applicable guidelines, because the historic character of the historical resource would not be retained or preserved. Demolition would be considered a significant direct impact. Mitigation measures would not lower the impact to below a level of significance, since adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible. In conclusion, the project would substantially alter the Regency Conference Center through demolition and would have a significant impact on a historical resource.

The project is not expected to have significant indirect impacts on historical resources. After completion of the project, the setting of any other neighboring potential historical resources would continue to be a built-up commercial, residential, and recreational area with a mix of late 20th and early 21st century development.

4.3.3.3 Significance of Impacts

Archaeological Resources

No impacts would occur to known significant archaeological resources. Previously unrecorded archaeological resources, if present within the project site, could be substantially damaged or destroyed during ground disturbance undertaken for the project. Adverse physical effects to, or destruction of, archaeological resources would result in a significant impact, but with implementation of Mitigation Measure AR-1, impacts would be reduced to below a level of significance.

Built Environment Resources

The demolition of the Regency Conference Center would be inconsistent with the Secretary of the Interior's Standards because the historic character of the historical resource would not be retained or preserved. This is considered a significant and unavoidable impact.

4.3.3.4 Mitigation, Monitoring, and Reporting

Measure AR-1:

I. Prior to Permit Issuance (for projects that include ground disturbance)

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction (precon) meeting, whichever is applicable, the Assistant Deputy Director (ADD) Environmental designee shall verify that the requirements for archaeological monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification Have Been Submitted to ADD

1. The project's cultural resources consultant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines. If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

2. MMC would provide a letter to the project's cultural resources consultant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the Historical Resources Guidelines.

3. Prior to the start of work, the project's cultural resources must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (quarter-mile radius) has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from SCIC, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the quarter-mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the City shall arrange a precon meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American monitor shall attend any grading/excavation-related precon meetings to make comments and/or suggestions concerning the archaeological monitoring program with the CM and/or Grading Contractor.

- a. If the PI is unable to attend the precon meeting, the City shall schedule a focused precon meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to Be Monitored

- a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11 inches x 17 inches) to MMC identifying the areas to be monitored, including the delineation of grading/excavation limits.
- b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring would occur.

b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate site conditions such as depth of excavation and/or site graded to bedrock, etc. that may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall Be Present during Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full time during all soil-disturbing and grading/excavation/trenching activities that could result in impacts to archaeological resources as identified on the AME. The CM is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances, Occupational Safety and Health Administration safety requirements may necessitate modification of the AME.

2. Native American consultant/monitor shall determine the extent of their presence during soil-disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B–C and IV.A–D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.

4. The Archaeological Monitor and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVRS shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil-disturbing activities including, but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the

area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If human remains are involved, follow protocol in Section IV below.

a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program that has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery would be allowed to resume. Note: If a unique archaeological site is also a historical resource as defined in CEQA, then the limits on the amount(s) that the project may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.

c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts would be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains, and the following procedures as set forth in CEQA Section 15064.5(e), California PRC

(Section 5097.98) and State Health and Safety Code (HSC) (Section 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC would notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate Discovery Site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
2. The Medical Examiner, in consultation with the PI, would determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner would determine with input from the PI whether the remains are, or are most likely to be, of Native American origin.

C. If Human Remains Are Determined to Be Native American

1. The Medical Examiner would notify the NAHC within 24 hours. By law, only the Medical Examiner can make this call.
2. The NAHC would immediately identify the person or persons determined to be the Most Likely Descendant (MLD) and provide contact information.
3. The MLD would contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California PRC and HSCs.
4. The MLD would have 48 hours to make recommendations to the City or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American human remains would be determined between the MLD and the PI, and, if:

- a. The NAHC is unable to identify the MLD, or the MLD failed to make a recommendation within 48 hours after being notified by the Commission; or;
- b. The City or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the City, then,
- c. In order to protect these sites, the City shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement on the site;
 - (3) Record a document with the County.
- d. Upon the discovery of multiple Native American human remains during a ground-disturbing land development activity, the City may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures, the human remains and cultural materials buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

D. If Human Remains Are Not Native American

1. The PI shall contact the Medical Examiner with notification of the historic era context of the burial.
2. The Medical Examiner would determine the appropriate course of action with the PI and City staff (PRC 5097.98).
3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for interment of the human remains shall be made in consultation with MMC, EAS, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

A. If Night and/or Weekend Work Is Included in the Contract

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
2. The following procedures shall be followed.

a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to MMC via fax by 8 a.m. of the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III – During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III – During Construction and IV – Discovery of Human Remains shall be followed.

d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day, to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If Night and/or Weekend Work Becomes Necessary during the Course of Construction

1. The CM shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All Other Procedures Described Above Shall Apply, as Appropriate

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines that describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results, or other complex issues, a schedule shall be submitted to MMC establishing agreed-upon due dates and the provision for submittal of monthly status reports until this measure can be met.

- a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.
- b. Recording Sites with State of California Department of Parks and Recreation (DPR)

The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the SCIC with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
3. The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing, and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC that includes the Acceptance Verification from the curation institution.

Built Environment Resources

Mitigation Measures HR-1 through HR-3 would address the significant impact related to the demolition of the Regency Conference Center.

Measure HR-1:

Recordation of the Resource: Prior to issuance of a demolition permit for the Regency Conference Center, Secretary of the Interior-qualified professionals (in history or architectural history) shall perform photo-recordation and documentation consistent with the standards of the National Park Service's (NPS) Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation. HABS/HAER documentation shall consist of archival photographs, written data (e.g., historic context, building descriptions), and reproductions of historic drawings (or measured drawings, if no historic drawings are available or suitable for reproduction), that provide a detailed record that reflects the building's historical significance. The historical resource shall receive HABS/HAER documentation Level III, as described in NPS documentation for HABS/HAER (Russell 1990:4). If historical as-built drawings do not exist (or are not reproducible to HABS/HAER standards), then measured drawings shall be prepared to document the structure and its alterations to the standards set for a Level I HABS/HAER report, or another appropriate level depending on available information. Following completion of the HABS/HAER documentation and approval by the HRB City Development Services Department's historical resources staff, the materials shall be placed on

file with the City, San Diego History Center, and San Diego Central Library, and offered to the NPS and the Library of Congress.

Measure HR-2:

Architectural Salvage: Prior to issuance of a demolition permit, the Applicant shall make available for donation architectural materials from the site to museums, archives, and curation facilities; the public; and nonprofit organizations to preserve, interpret, and display the history of the Town & Country property. The materials to become architectural salvage shall include historic-period elements that would be removed as part of the project, and shall be identified and made available prior to the commencement of demolition activities, to ensure that materials removed do not experience further damage from removal/demolition. Prior to issuance of a Demolition/Removal Permit, the City staff will ensure that no materials shall be salvaged or removed until HR-1 has been implemented and an inventory of key exterior and interior features and materials is completed by Secretary of the Interior-qualified professionals. The inventory of key exterior and interior features may be developed as part of HR-1. The materials shall be removed prior to or during demolition. Materials that are contaminated, unsound, or decayed would not be included in the salvage program and would not be available for future use or display. Prior to demolition, the City as lead agency shall determine which materials are suitable for salvage (the City Development Services Department's historical resources staff can utilize the assistance of qualified professionals to make such determinations).

Measure HR-3:

Interpretative Display: In concert with HABS/HAER documentation, the Applicant shall develop a display and interpretive material for public exhibition concerning the history of the Town & Country property, specifically the significance of the Regency Conference Center. The display and interpretive material, such as a printed brochure, could be based on the photographs produced in the HABS/HAER documentation, and the historic archival research previously prepared as part of the project. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. A display shall be placed within a publicly accessible location in the new hotel facilities prior to obtaining an occupancy permit.

4.3.3.5 Impacts After Mitigation

Archaeological Resources

With implementation of Measure AR-1, impacts to archaeological resources would be reduced to below a level of significance.

Built Environment Resources

Implementation of Measures HR-1, -2, and -3 would reduce the impact to historical resources related to the demolition of the Regency Conference Center, but would not reduce the impacts to below a level of significance.

4.3.4 Impact Analysis

Issue 2: Would the project result in any impact to existing religious or sacred uses within the potential impact area?

4.3.4.1 Impact Thresholds

Based on the current City of San Diego's Significance Determination Thresholds, impacts on religious or sacred uses may be significant if the project would affect:

- *A "traditional cultural property." A site would be considered to possess ethnic significance if it is associated with a burial or cemetery; religious, social or transitional activities of a discrete ethnic population; an important person or event as defined by a discrete ethnic population; or the belief system of a discrete ethnic population.*

The determination of significance of impacts on historical and unique archaeological resources is based on the criteria found in Section 15064.5 of the State CEQA Guidelines. Section 15064.5 clarifies the definition of a substantial adverse change in the significance of a historical resource as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

4.3.4.2 Impact Analysis

The SCIC records search identified no existing religious or sacred uses within the project site. The response from the NAHC did not identify any concerning a Sacred Lands File search. Thus, the project would not impact existing religious or sacred uses within the potential impact area.

4.3.4.3 Significance of Impact

The project would not impact religious or sacred uses.

4.3.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.3.5 Impact Analysis

Issue 3: Would the project result in the disturbance of any human remains, including those interred outside of formal cemeteries?

4.3.5.1 Impact Thresholds

The determination of significance of impacts on human remains is based on the criteria found in Section 15064.5 of the State CEQA Guidelines. Section 15064.5 clarifies the definition of a substantial adverse change in the significance of a historical resource as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

4.3.5.2 Impact Analysis

It is not known whether human remains would be encountered within the project site, but prehistoric human remains have been encountered nearby. There is the potential for the project to disturb subsurface human remains.

4.3.5.3 Significance of Impacts

Potential impacts to subsurface human remains that may be encountered would be significant.

4.3.5.4 Mitigation, Monitoring, and Reporting

Should human remains be encountered during ground-disturbing activities conducted as part of the project, implementation of Mitigation Measure AR-1 would reduce project impacts to below a level of significance.

4.3.5.5 Impacts After Mitigation

With implementation of Measure AR-1, any impacts to subsurface human remains would be reduced to below a level of significance.

4.4 BIOLOGICAL RESOURCES

This section includes a description of existing biological resources conditions; a summary of applicable regulations; and an analysis of construction and operational impacts of the project. The information presented in this section is based on the *Biological Technical Report for the Town & Country Project* dated ~~April 2016~~ May 2017 prepared by AECOM (Appendix E).

The Biological Study Area (BSA) for the project totals approximately 55.9 acres and consists of the 39.7-acre project site and an approximate 100-foot survey radius surrounding the project site. Field surveys within the BSA were conducted in September 2014. Field surveys conducted for the project included a reconnaissance survey to map vegetation and assess wildlife habitat and a formal delineation of jurisdictional waters and wetlands. In addition, species occurrence databases and published reports were reviewed to obtain publicly available scientific data relevant to the BSA and immediate vicinity. It is the judgement of professional and qualified biologists that the data sources and analytic techniques described herein provide a reasonably accurate description of baseline conditions for biological resources as they existed at the time of NOP publication.

4.4.1 Existing Conditions

The BSA is relatively flat with a gentle downward grade along the San Diego River from east to west. Elevation ranges approximately 25 feet AMSL on the flat terrace occupied by the existing hotel and convention center facilities ~~and~~ to approximately 15 feet AMSL at the bottom of the River channel. Aerial photographs of the whole of the San Diego River corridor suggest that the portion of the San Diego River that bisects the project site is one of the most constricted and lowest quality sections of the entire length of the River. The riparian habitat associated with the River is narrow and surrounded by a combination of degraded undeveloped areas, parking lots, commercial development, and transportation corridors. The River has experienced degraded habitat quality for decades, with limited growth of vegetation within the channel.

The BSA is dominated by the Tujunga sand, 0 to 5% percent slopes (TuB) soil series. Soils within the San Diego River portion of the BSA are Riverwash (Rm). Outside of the Site but within the BSA, Grangeville fine sandy loam, 0 to 2% percent slopes, Made land, and Reiff fine sandy loam, 5 to 9% percent slopes are mapped. Appendix E depicts the location of these soil series relative to the BSA.

Descriptions for the Riverwash and Tujunga sand, 0 to 5% percent slopes soil series are provided below as these are the dominant soil types within the BSA.

Riverwash (Rm): Riverwash is a sandy, gravelly, or cobbly substrate occurring in intermittent stream channels (Bowman 1973). It is excessively drained and rapidly permeable. Being part of an active drainage channel, Riverwash is considered hydric by default.

Tujunga sand, 0 to 5% percent slopes (TuB): Tujunga soils are very deep, excessively drained sands derived from granitic alluvium (Bowman 1973). They occur on alluvial fans and floodplains with slopes of 0 to 5% percent. Permeability is very rapid within this series, with an available water-holding capacity of 3 to 4 inches. Runoff is very slow to slow, and erosion hazard is slight. This soil is susceptible to short periods of flooding. This soil type is dynamic due to its spatial relationship to flowing watercourses and high frequency of disturbance during storm events (Bowman 1973).

4.4.1.1 Vegetation Communities

In its existing condition, the majority of the BSA is composed of urban development; however, the northern portion of the BSA includes the San Diego River channel and associated riparian vegetation. The channel itself supports open water habitat with pockets of coastal and valley freshwater marsh and emergent wetland. The margins of the San Diego River are composed predominantly of southern cottonwood-willow riparian forest with eucalyptus woodland encroaching on the upper floodplain terrace, mostly within the eastern half of the project site.

Vegetation communities were classified in accordance with the *Draft Vegetation Communities of San Diego County* (Oberbauer et al. 2008), based on the *Preliminary Descriptions of the Terrestrial Natural Communities of California* (Holland 1986) during a field reconnaissance survey in September 2014. Vegetation communities mapped within the BSA are depicted in Figure 4.4-1, quantified in Table 4.4-1, and described in further detail below.

**Table 4.4-1
Vegetation Communities and Other Land Cover Types within the BSA**

Vegetation Community/Land Cover Type	MSCP Wetland/Upland Tier Category ^a	Acreage within MHPA	Acreage outside MHPA	Total Acreage within BSA
Riparian and Wetlands				
Open Water	Wetland	0.70	-	0.70
Coastal and Valley Freshwater Marsh	Wetland	0.02	-	0.02
Emergent Wetland	Wetland	0.06	-	0.06
Southern Cottonwood-Willow Riparian Forest	Wetland	3.31	0.17	3.49
Eucalyptus Woodland (Riparian Canopy)	Wetland	0.02	-	0.02
Uplands				
Nonnative Grassland	Tier IIIB	0.18	-	0.18
Eucalyptus Woodland	Tier IV	2.86	1.00	3.86
Other Land Cover Types				
Disturbed Habitat	Tier IV	1.01	0.21	1.21
Urban/Developed	Tier IV	0.81	45.34	46.37
Totals		8.97	46.72	55.91

^a See Table 3 of the Biology Guidelines (City of San Diego 2012) for definition of upland habitat tiers and associated mitigation ratios.

This page intentionally left blank.

Riparian and Wetlands

Open Water

Open water occurs throughout the northern portion of the BSA and is associated with the main channel of the San Diego River.

Coastal and Valley Freshwater Marsh

Coastal and valley freshwater marsh occurs just east of Fashion Valley Road along the edge of the San Diego River. Characteristic species include cattail California bulrush (*Schoenoplectus americanus*) and southern cattail (*Typha domingensis*).

Emergent Wetland

Emergent wetland occurs in two small patches within the San Diego River. This community is composed of monotypic stands of the nonnative Uruguayan primrose-willow (*Ludwigia hexapetala*).

Southern Cottonwood-Willow Riparian Forest

Southern cottonwood-willow riparian forest occurs throughout the northern portion of the BSA along the banks of the San Diego River. This community is a dense, tall riparian forest with southern cottonwood (*Populus fremontii*) and Goodding's black willow (*Salix gooddingii*) in the overstory. Common understory trees and shrubs include red willow (*S. laevigata*), arroyo willow (*S. lasiolepis*), sandbar willow (*S. exigua*), and mulefat (*Baccharis salicifolia*). The herbaceous understory includes a mix of native and nonnative species, such as smilo grass (*Stipa miliacea*), western ragweed (*Ambrosia psilostachya*), cocklebur (*Xanthium strumarium*), California bulrush, and dalis grass (*Paspalum dilatatum*). This community is becoming invaded by many nonnative trees and shrubs such as river red gum (*Eucalyptus camaldulensis*), Brazilian pepper tree (*Schinus terebinthifolius*), castor bean (*Ricinus communis*), tree-of-heaven (*Ailanthus altissima*), Mexican fan palm (*Washingtonia robusta*), Canary Island date palm (*Phoenix canariensis*), and giant reed (*Arundo donax*).

Uplands

Eucalyptus Woodland

Eucalyptus woodland occurs within the northern portion of the BSA along the banks of the San Diego River. This community is dominated by river red gum. This introduced species produces large amounts of leaf and bark litter, the chemical composition of which may inhibit the establishment and growth of other species, especially natives, in the understory. Generally, this

species and other species of eucalyptus were planted for aesthetic and horticultural purposes, but many species have become naturalized and have been quite successful in invading riparian areas. A small portion of this community comprises the riparian canopy within the BSA.

Nonnative Grassland

Nonnative grassland occurs within the northern portion of the BSA, north of the San Diego River. Nonnative grasses and herbs are predominant within this community, with very few to no native species present. Characteristic nonnative grass and herb species found within this community include Bermuda grass (*Cynodon dactylon*), Kikuyu grass (*Pennisetum clandestinum*), crown daisy (*Glebionis coronaria*), ripgut grass (*Bromus diandrus*) compact brome (*Bromus madritensis*), wild radish (*Raphanus sativa*), fennel (*Foeniculum vulgare*), and horseweed (*Conyza canadensis*).

Other Land Cover Types

Disturbed Habitat

Disturbed habitat occurs within the northern portion of the BSA, on the northern and southern margins of the San Diego River. These disturbed areas are primarily barren, though scattered nonnative grasses and forbs may be present.

Urban/Developed

Urban/developed land is the dominant land cover type in the BSA. This land cover consists of buildings, parking lots, paved roadways, and shopping centers. Within these developed areas are scattered plantings of ornamental landscaping. The ornamental plantings largely consist of manicured lawns, hedge rows, and scattered trees. The most common ornamental plants are Bermuda grass, Brazilian pepper tree, tropical spiderwort (*Commelina benghalensis*), Mexican fan palm, African iris (*Dietes bicolor*), dogbane (*Vinca major*), cobra lily (*Chasmanthe floribunda*), and oleander (*Nerium oleander*).

4.4.1.2 Flora and Fauna

Seventy-six plant species were identified within the BSA during biological surveys. [Habitat Area include all areas north of existing site development.](#) Of these, approximately 72 percent (i.e., 55 of 76) were nonnative. Common plant species observed are referenced above under each vegetation community mapped within the BSA.

A total of 20 wildlife species (all avian species) were observed during biological surveys. Species observed within the riparian corridor consisted primarily of those adapted to urban environments, such as house finch (*Haemorhous mexicanus*), Anna's hummingbird (*Calypte anna*), and American crow (*Corvus brachyrhynchos*). Other common wildlife expected to occur but not observed include a variety of amphibians (e.g., western toad [*Anaxyrus boreas*]), reptiles (western fence lizard [*Sceloporus occidentalis*]), and small- and medium-sized mammals (woodrat [*Neotoma* spp.] and raccoon [*Procyon lotor*]). The brown-headed cowbird (*Molothrus ater*), a known brood parasite of a variety of small songbirds, has been documented from the BSA (Rocks Biological Consulting 2013).

4.4.1.3 Sensitive Biological Resources

Despite being located in an urban environment, various sensitive biological resources occur or have the potential to occur within the BSA. Sensitive biological resources include the following:

- wetlands and upland vegetation communities classified by the City as Tier I, II, IIIA, and IIB;
- species protected by federal or state regulations, covered by the City's MSCP, or that otherwise receive consideration during CEQA review (e.g., plants ranked by California Native Plant Society [CNPS]);
- waters and wetlands under the jurisdiction of state and federal agencies;
- lands within the MHPA;
- steep slopes and hillsides; and
- wildlife movement corridors.

Steep slopes are not present within the BSA. Therefore, this sensitive resource is not discussed further.

Sensitive Vegetation Communities

Six vegetation communities considered sensitive by the City of San Diego were mapped within the BSA: open water; coastal and valley freshwater marsh; emergent wetland; southern cottonwood-willow riparian forest; nonnative grassland, and eucalyptus woodland (as part of the riparian canopy). Sensitive vegetation communities within the BSA total approximately 4.45 acres and are mostly confined to the existing MHPA boundary. These sensitive vegetation communities are described above in Section 4.4.1.1.

Sensitive Plants

A total of 70 special-status plants were considered for their potential to occur within the BSA and are described in detail in Appendix DE of the Biological Technical Report (BTR). Although the majority of the special-status plants considered are not expected to occur on-site, the following three species have moderate potential to occur based on assessment of habitat within the BSA: San Diego sagewort (*Artemisia palmeri*), San Diego marsh-elder (*Iva hayesiana*), and southwestern spiny rush (*Juncus acutus* ssp. *leopoldii*). These species are discussed further below.

San Diego Sagewort

The San Diego sagewort, a CNPS Rare Plant Ranking (RPR) 4 species, is a perennial deciduous shrub typically occurring in creeks and drainages near the coast, at elevations between 45 and 2,700 feet. This species blooms from February through September and is threatened by development, flood control projects, and nonnative plants (CNPS 2014). This species has moderate potential to occur within the BSA. Suitable habitat for this species occurs along the banks of the San Diego River within the BSA.

San Diego Marsh-elder

San Diego marsh-elder, a CNPS RPR 2B species, is a perennial herb typically occurring in open areas near creeks or intermittent streambeds, at elevations between 30 and 1,500 feet. This species blooms from April through October and is threatened by waterway channelization, coastal development, vehicles, and nonnative plants (CNPS 2014). This species has moderate potential to occur within the BSA. Suitable habitat for this species occurs along the banks of the San Diego River within the BSA.

Southwestern Spiny Rush

Southwestern spiny rush, a CNPS RPR 4 species, is a rhizomatous herb typically occurring in coastal dunes, meadows, seeps, and coastal salt marshes and swamps, typically at elevations between 10 and 3,000 feet. This species blooms from May through June, and is declining due to urbanization and flood control (CNPS 2014). This species has moderate potential to occur within the BSA. Suitable habitat for this species occurs along the banks of the San Diego River within the BSA.

Sensitive Wildlife

One special-status wildlife species was observed during the September 2014 field reconnaissance survey: yellow warbler (*Setophaga petechia brewsteri*; CDFW species of special concern). A total of 84 additional special-status wildlife species were also considered for their potential to occur within the BSA. Twelve of these 84 species were determined to have a moderate to high potential to occur within the BSA based on an assessment of habitat within the area. Special-status wildlife species detected or with moderate to high potential to occur within the BSA are discussed further below.

Western Spadefoot Toad

The western spadefoot toad (*Spea hammondi*) is a CDFW species of special concern. It occurs in the Central Valley of California and west of the coastal ranges from Point Conception south to northern Baja California. It is found from near sea level to 4,470 feet, but usually below 2,985 feet (Stebbins 2003). Western spadefoot toads occur in a wide range of habitats including lowlands to foothills, grasslands, open chaparral, coastal sage scrub, and pine-oak woodlands. The western spadefoot toad has moderate potential to occur within and immediately adjacent to the River channel corridor within the BSA.

Southwestern Pond Turtle

The southwestern pond turtle (*Actinemys marmorata pallid*) is a CDFW species of special concern and is covered by the City of San Diego MSCP. It inhabits slow-moving rivers, streams, and ponds of coastal California from the San Francisco Bay area and the central valley south and into northern Baja California. Its elevational distribution is from sea level to 4,690 feet. It most often occurs in smaller pools and permanent or intermittent streams. In intermittent streams, the turtles rely on small pools that persist through the dry season. Emergent marsh vegetation along the water course is needed for cover. The southwestern pond turtle has moderate potential to occur within and immediately adjacent to the River channel corridor within the BSA.

Two-Striped Garter Snake

The two-striped garter snake (*Thamnophis hammondi*) is a CDFW species of special concern. It is locally common in aquatic habitats from coastal central California to northwestern Baja California from sea level to 8,040 feet. It is widespread and locally common in creeks throughout western and central San Diego County. This garter snake occurs in aquatic habitats, preferring rocky streams with protected pools, cattle ponds, marshes, vernal pools, and other shallow bodies

of water lacking large aquatic predators. The two-striped garter snake has high potential to occur within and immediately adjacent to the River channel corridor within the BSA.

South Coast Garter Snake

The South Coast garter snake (*Thamnophis sirtalis* ssp.) is a CDFW species of special concern. This species is endemic to California, ranging from Humboldt County south, along the Coast Ranges and east of the San Francisco Bay along the central and south coasts to San Diego County. This species occupies a wide variety of habitats including forests, mixed woodlands, grassland, chaparral, and farmlands. The species is frequently found near ponds, marshes, or streams. The South Coast garter snake has moderate potential to occur within and immediately adjacent to the River channel corridor within the BSA.

Southwestern Willow Flycatcher

The southwestern willow flycatcher (*Empidonax traillii extimus*), a subspecies of willow flycatcher (*Empidonax traillii*), is a federally endangered species (USFWS 1995). The species was also listed as endangered by the State of California in 1990 and is covered by the City of San Diego MSCP. The southwestern willow flycatcher is a summer breeding resident in riparian habitats in southern California, southern Nevada, southern Utah, Arizona, New Mexico, western Texas, southwestern Colorado, and northwestern Mexico (USFWS 1995). In San Diego County, only two substantial breeding populations are known to remain along the Santa Margarita River and the upper San Luis Rey River. The southwestern willow flycatcher is restricted to dense riparian woodlands of willow, cottonwood, and other deciduous shrubs and trees. Egg laying occurs in San Diego County from the end of May through the end of June. This species has moderate potential to occur within the riparian habitat of the River channel corridor as a migrant only; breeding southwestern willow flycatchers are not expected to occur on-site. Habitat within the BSA is likely too narrow and lacks sufficient understory to support breeding individuals. Further, the *San Diego Bird Atlas* notes that breeding along the lower portion of the San Diego River has not been documented since prior to 1997 (Unit 2004).

Least Bell's Vireo

The least Bell's vireo (*Vireo bellii pusillus*) was federally listed as endangered in 1986 and state listed as endangered in 1980. This species is also covered by the City of San Diego MSCP. The least Bell's vireo is the westernmost subspecies of the Bell's vireo and breeds entirely within Southern California and Baja, California. The least Bell's vireo breeding season extends from March through September. During the breeding season, the least Bell's vireo is restricted to riparian woodland and riparian scrub. In San Diego County, it occurs mainly in the coastal

lowlands, rarely up to 3,000 feet elevation. Territory size ranges from 0.5 acre to 7.5 acres and there is evidence of high site fidelity among adults (Kus 2002). Early to ~~mid~~successional ~~mid~~successional riparian habitat is typically used for nesting by this vireo because it supports the dense shrub cover required for nest concealment as well as a structurally diverse canopy for foraging (Kus 2002). This species has high potential to breed in the southern cottonwood-willow riparian forest habitat mapped along the River corridor. In addition, the species is known to forage in upland habitats surrounding riparian nesting areas (Kus 2002).

One known least Bell's vireo database record was mapped in 1998 within the BSA, adjacent to the east end of the northern parking lot (County of San Diego 2015). Another known location was documented in 1921 just east of the BSA, between Avenida Del Rio and the California State Route 163 overpass (CDFW 2015). Beyond these locations, scattered observations have been documented in the Mission Valley area. Most of the known locations occur upstream from the BSA, although a few observations were documented downstream in the vicinity of the Little League ballfields.

The BSA has been extensively studied in recent years for the presence of nesting least Bell's vireo. The USGS conducted a 5-year study between 2008 and 2012 to monitor the populations of least Bell's vireo along the San Diego River (Lynn and Kus 2014). Field surveys following U.S. Fish and Wildlife Services (USFWS) guidelines were conducted on the project site as part of this effort. No least Bell's vireos were detected within the project site during this 5-year monitoring effort. The nearest territory monitored during this effort was located approximately 1.75 miles upstream, just west of the I-805 overpass.

Protocol presence/absence surveys were conducted within the project site in 2013 for the Union-Tribune Mixed Use Project (Rocks Biological Consulting 2013). These surveys covered approximately 62 percent of the suitable least Bell's vireo breeding habitat currently present within the project site (i.e., approximately 1.89 acres of the 3.06 acres). Results of the 2013 presence/absence surveys were negative and surveyors noted presence of brown-headed cowbirds, urban noise and human activity, and lack of sufficient native successional scrub along the edges of riparian habitat as possible explanations for the negative results.

Furthermore, there is an eBird hotspot located on the project site. A total of 89 avian species have been documented at this hotspot between 1999 and June 2015; however, no observations of least Bell's vireo have been reported from this hotspot to-date (eBird 2015).

Lastly, protocol presence/absence surveys were conducted within the BSA by AECOM in 2016. These surveys covered 100% ~~percent~~ of the suitable least Bell's vireo breeding habitat currently present within the BSA. Similar to the 2013 focused surveys, results of the 2016

presence/absence surveys were negative and surveyors noted presence of brown-headed cowbirds, urban noise and human activity, and lack of sufficient native successional scrub along the edges of riparian habitat as possible explanations for the negative results. Details of the surveys, including methodology and results, are included in the *2016 Proposed Town & Country Project Least Bell's Vireo Survey 45-Day Report* within Appendix E.

While there is potential for the species to breed within southern cottonwood-willow riparian forest on-site, habitat quality is relatively low due to the narrow width of the riparian corridor, ~~dominance~~presence of nonnative plant species, presence of brown-headed cowbirds, and relatively intense edge effects (e.g., noise) from surrounding land uses. There is also currently a lack of native upland foraging habitat surrounding nesting habitat on-site; potential upland foraging areas are currently limited to eucalyptus woodland, nonnative grassland, and disturbed habitat. In some areas no upland habitat exists between riparian habitat and existing development. However, breeding has been documented at several ~~nearby~~ locations along the lower San Diego River and ~~its~~suitable nesting habitat is ~~possible for pairs to attempt to nest~~present on-site. ~~Further, the project is designed in a manner that increases the likelihood for the project site to support nesting pairs in the future.~~ For these reasons, although the 2016 presence/absence surveys were negative, its presence is assumed ~~for the purposes of analyses that the species will occupy the BSA in the future for nesting purposes.~~

White-tailed Kite

The white-tailed kite (*Elanus leucurus majusculus*) is a fully protected species by CDFW. White-tailed kites are resident in southern Texas and California; at scattered locations in Washington, Oregon, and Florida; and from Mexico to South America. In Southern California, kites are widespread except in the Anza-Borrego Desert (Unitt 2004). While this species is commonly observed hunting within savanna, open woodlands, marshes, grasslands, and agricultural fields, they are known to almost exclusively nest in association with watercourses. Nests are typically placed in the crowns of oaks or other densely foliated trees. In San Diego County, the nesting season lasts from February through fledging in June (Unitt 2004). The white-tailed kite has moderate potential to forage and breed within the riparian habitat and eucalyptus groves found within the BSA. Favored nesting habitats of this species include any larger trees or woodlands within or adjacent to the BSA.

Cooper's Hawk

The Cooper's hawk (*Accipiter cooperi*) is covered by the City of San Diego MSCP. The species is a breeding resident throughout most of the wooded portion of California. In San Diego County, the Cooper's hawk occurs as a year-long resident and a winter migrant. Cooper's hawks

nest primarily in oak woodlands but occasionally in willows or eucalyptus. The species prefers dense stands of live oak, riparian deciduous, or other forest habitat near water. The species usually nests and forages near open water or riparian vegetation. The Cooper's hawk will catch small birds, especially young during nesting season, and small mammals. They will also forage on reptiles and amphibians. Cooper's hawk has high potential to forage and breed throughout the BSA in any habitat. Favored nesting habitats of this species include any larger trees or woodlands within or adjacent to the BSA.

Clark's Marsh Wren

The Clark's marsh wren (*Cistothorus palustris clarkae*) is a CDFW species of special concern. Clark's marsh wren is a year-round resident that inhabits freshwater and brackish marshes along, or mainly along, the coast. It is joined by migratory marsh wrens during the winter season. This species is known to have a long breeding season in San Diego County. This species has moderate potential to occur in marsh habitats within the River channel corridor of the BSA.

Western Bluebird

The western bluebird (*Sialia mexicana*) is covered by the City of San Diego MSCP. This species is a common resident of San Diego County's foothills and meadows, especially where meadows lie among groves of oak or pine (Unitt 2004). The western bluebird is a cavity nester and competes heavily with many other species for holes in trees. Although there is competition for nesting sites for the western bluebird, this species appears to be expanding its range and colonizing urban areas with mature trees and large lawns (Unitt 2004). Insects are the primary food source during the warmer months, and during the winter season it favors berries and is especially attracted to mistletoe. The breeding distribution of western bluebirds in San Diego County is largely associated with montane coniferous and oak woodlands. Where these habitats occur (mainly the mountains of San Diego County), this species is relatively abundant during the breeding season. Approaching the coast, the western bluebird becomes less abundant and more localized (Unitt 2004). Nesting of this species is primarily in early April through the end of June. This species has high potential to occur in all habitats throughout the BSA.

Vaux's Swift

The Vaux's swift (*Chaetura vauxi*) is a CDFW species of special concern. This species breeds in western North America from southeastern Alaska, southern British Columbia, northern Idaho, and western Montana south to central California. The Vaux's swift is a common migrant in San Diego County but does not breed in the county. When migrating through the county, the species will use a wide variety of habitats. The species will roost communally, including in abandoned

buildings and other man-made structures. The Vaux's swift has high potential to occur within the BSA during migration movements.

Yellow Warbler

The yellow warbler (*Dendroica petechia brewsteri*) is a CDFW species of special concern. The yellow warblers nesting in San Diego County and most migrants are *D. p. morcomi* (Unitt 2004). However, per the American Ornithologists' Union, *D. p. brewsteri* is considered not separable from *D. p. morcomi*; therefore, they have been addressed as sensitive herein. The yellow warbler breeds from northern Alaska and Canada southward to the middle United States and in the western United States southward into Mexico. This warbler winters in Mexico, and Central and South America. Nest building may occur as early as April in San Diego County, with fledglings reaching independence by August (Unitt 2004). This species occurs most commonly in riparian woodlands dominated by willows. The yellow warbler is frequently parasitized by the brown-headed cowbird. The yellow warbler was documented within the BSA within the riparian corridor of the San Diego River. This species may breed and forage on-site or use the BSA for stopover habitat during migration movements.

Yellow-breasted Chat

The yellow-breasted chat (*Icteria virens*) is a CDFW species of special concern. This species breeds across the central and eastern United States and southern Canada from South Dakota to New Hampshire and southward to eastern Texas and northern Florida. It also occurs in scattered regions across the western United States from southern Canada to very northern Mexico. In San Diego County, nest building typically occurs in May and fledging is completed by August (Unitt 2004). In California, chats require dense riparian thickets associated with watercourses, saturated soils, or standing water (lakes or ponds). They typically occur in riparian woodland/scrub with dense undergrowth. In San Diego County, this species occurs in the coastal lowlands and is strongly concentrated in the northwest portion of the county (i.e., Santa Margarita River and San Luis Rey River) (Unitt 2004). Comparable to other breeding riparian passerines addressed herein, the chat is frequently parasitized by the brown-headed cowbird. The yellow-breasted chat has moderate potential to occur within the riparian habitats of the River channel corridor within the BSA.

Western Red Bat

The western red bat (*Lasiurus blossevillii*) is a CDFW species of special concern. It is locally common in some areas of California, occurring from Shasta County to the Mexican border, west of the Sierra Nevada/Cascade crest and deserts. The winter range includes western lowlands and

coastal regions south of San Francisco Bay. There is migration between summer and winter ranges, and migrants may be found outside the normal range. Roosting habitat includes forests and woodlands from sea level up through mixed conifer forests. This species roosts in the foliage of large shrubs and trees, usually sheltering on the underside of overhanging leaves. Foraging has been noted in habitats such as mature orchards, oak woodland, low-elevation conifer forest, along riparian corridors, among nonnative trees in urban and rural residential areas, and also near strong lights that attract flying insects. In addition, this species may forage in habitats and agricultural areas adjacent to streams and rivers that do not provide roosting habitat. This species has moderate potential to occur within the BSA. Large trees within and adjacent to the River channel corridor within the BSA provide suitable roosting habitat, along with scattered trees and large shrubs elsewhere in the BSA.

Jurisdictional Waters and Wetlands

This section presents a summary of the findings from the formal jurisdictional delineation conducted within the waters survey area on September 3, 2014. Refer to Appendix D of the project's BTR (included as Appendix E to this EIR) for further details regarding the formal jurisdictional delineation.

A total of 7.41 acres of waters of the U.S.² and state³ was delineated within the area surveyed for jurisdictional waters (Figure 4.4-2; Table 4.4-2). Of the 7.41 acres, 2.88 acres ~~is~~ are wetlands and waters of the U.S. and state under the purview of USACE, RWQCB, CDFW, and City of San Diego; 0.01 acre is exclusively potential waters of the state under the purview of RWQCB and CDFW; and 4.52 acres is exclusively potential waters of the state under the purview of CDFW.

The 2.88 acres (1,719 linear feet) of wetlands and waters of the U.S. and state under the jurisdictional purview of USACE, RWQCB, CDFW, and City of San Diego includes the San Diego River, a tributary to the San Diego River, and abutting wetlands. The San Diego River flows from east to west across the northern portion of the waters survey area, while its tributary enters the waters survey area from the north, flowing south into the River. Both channels support only a narrow strip of wetlands due to their steep banks and confined nature. These areas were also considered City of San Diego wetlands as described in the Biology Guidelines (City of San Diego 2012).

² Jurisdictional waters of the U.S. include jurisdictional waters of the state.

³ State jurisdictions often exceed, in lateral extent and area, federal jurisdiction. Therefore, jurisdictional waters of the U.S. include waters of the state. Although federal and state jurisdictions do overlap, they would remain distinct for regulatory administration and permitting purposes.

Table 4.4-2
Waters of the U.S. and/or State Occurring within the BSA

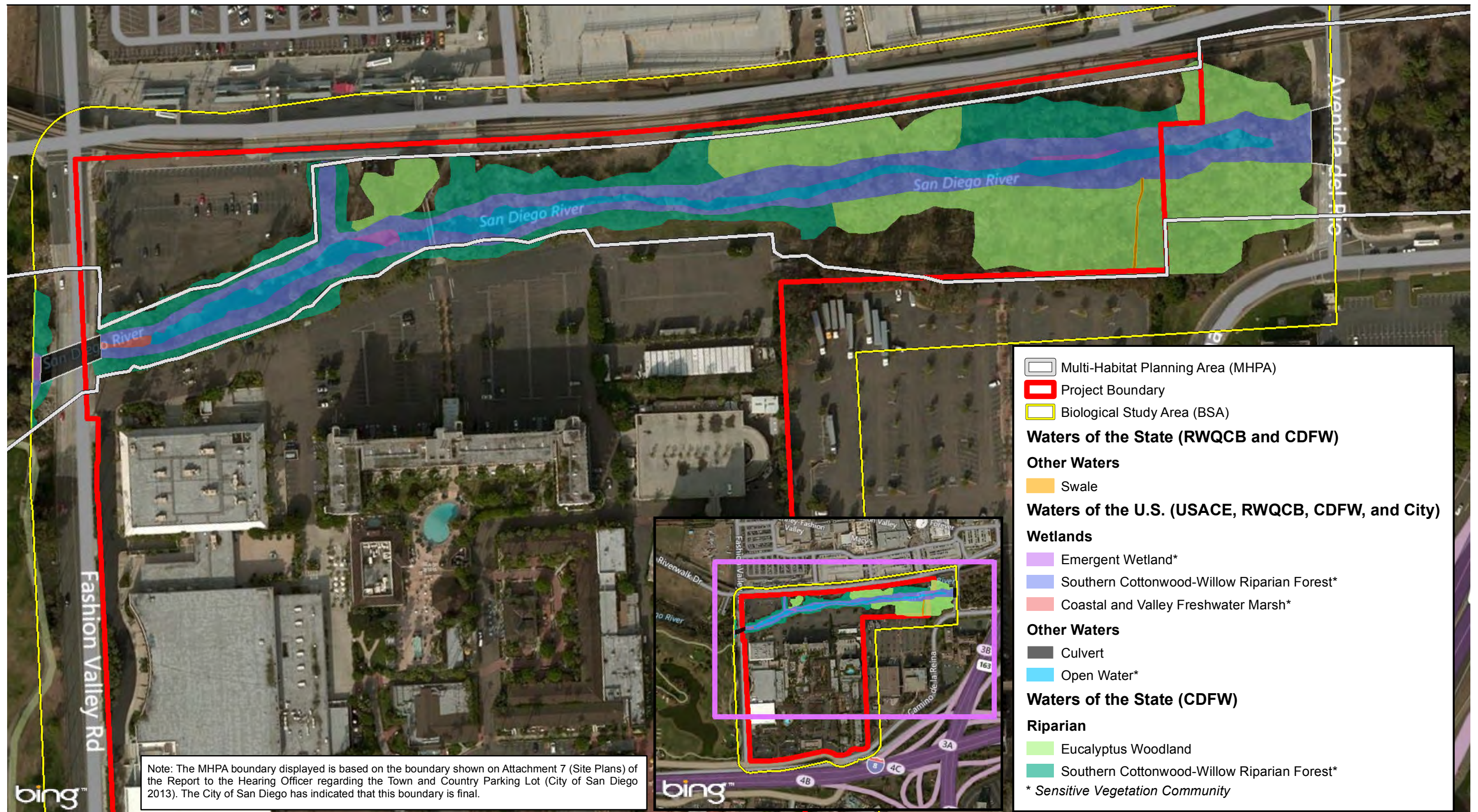
Type of Jurisdictional Waters	Type of Habitat (Holland 1986; Oberbauer et al. 2008)	Type of Habitat (Cowardin et al. 1979)	Area of Aquatic Resource (acres/linear feet) ^{a,b}
<i>Wetlands and Waters of the U.S. (USACE, RWQCB, CDFW, and City of San Diego)</i>			
Wetland	Southern Cottonwood-Willow Riparian Forest	Palustrine; Forested Broad-leaved, Deciduous, Seasonally Flooded, Fresh	1.95
Wetland	Coastal and Valley Freshwater Marsh	Palustrine, Emergent, Persistent, Permanently flooded, Fresh	0.02
Wetland	Emergent Wetland	Palustrine, Emergent, Persistent, Permanently flooded, Fresh	0.06
Other Waters	Open Water	Riverine; Unconsolidated Bottom, Sand, Perennially Flooded, Fresh	0.70/1,719
Other Waters	Culvert	N/A	0.15
<i>Subtotal Waters of the U.S.</i>			<i>2.88/1,719</i>
<i>Waters of the State (RWQCB and CDFW)</i>			
Other Waters	Swale Feature	Riverine, Ephemeral, Swale, Sand, Fresh	0.01/150
<i>Subtotal of Waters of the State (RWQCB and CDFW)</i>			<i>0.01/150</i>
<i>Waters of the State (CDFW)</i>			
Riparian Canopy	Southern Cottonwood-Willow Riparian Forest	Palustrine; Forested Broad-leaved, Deciduous, Seasonally Flooded, Fresh	1.73
Riparian Canopy	Eucalyptus Woodland	N/A	2.79
<i>Subtotal Waters of the State (CDFW only)</i>			<i>4.52</i>
Grand Total Jurisdictional Waters			7.41/1,869

^a Jurisdictional waters acreage of the survey area was determined by using ArcGIS. All acreages are rounded to the nearest hundredth (which may account for minor rounding error).

^b USACE only uses the measurement of linear feet for impacts to stream/riverine features. Therefore, only stream features will have acreage *and* linear feet provided as a component of measurement for established features and potential projected impacts occurring within the project site.

The 0.01 acre (150 linear feet) of exclusively waters of the state under the jurisdictional purview of both RWQCB and CDFW includes a swale feature that begins downstream of a sealed outfall structure and flows north into the San Diego River. This feature does not support an ordinary high water mark and does not appear to flow regularly, even after normal storm events, based on the amount of leaf litter present and lack of vegetation destruction.

In addition, a total of 4.52 acres of exclusive potential jurisdictional waters of the state under the purview of CDFW (these features do not meet the definition of waters of the U.S. as defined at 33 CFR 328.3) occurs within the area surveyed for jurisdictional waters. Of the 4.52 acres, 1.73 acres was delineated as southern cottonwood-willow riparian forest, and 2.79 acres was delineated as eucalyptus woodland. The southern cottonwood-willow riparian forest only includes the edge of the riparian canopy and areas of sparse willow species supporting a nonnative upland grass understory. This habitat occurs along the upper banks of the San Diego



Source: ESRI 2015; NAIP 2014

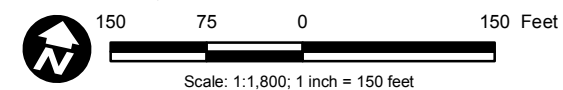


Figure 4.4-2
Jurisdictional Waters and Wetlands

This page intentionally left blank.

River and at the time of the survey did not support hydrology indicators, hydric soils, or dominance of hydrophytic vegetation and therefore does not meet the definition of a three-parameter wetland per USACE or a City of San Diego wetland. The eucalyptus woodland occurs primarily outside of the banks of the San Diego River and is dominated by river red gum and also includes a nonnative upland grass understory.

Wildlife Movement Corridors

Wildlife corridors are linear landscape features that allow for species movement over time between two areas of habitat that would otherwise be disconnected (Beier and Noss 1998; Beier et al. 2008; Lidicker and Peterson 1999). At a minimum, corridors promote local colonization or recolonization of distinct habitats, and potentially increase genetic variability within and between populations.

The San Diego River corridor that bisects the northern portion of the BSA represents a portion of a landscape linkage providing connection of coastal and inland habitats (Penrod et al. 2001). The City of San Diego recognized the importance of this riparian corridor to serve as a landscape linkage when delineating the MHPA of the MSCP. In spite of the urbanized surrounding area, the San Diego River riparian habitat supports relatively high species diversity and abundance and provides a corridor between Mission Trails Regional Park and Mission Bay Park. Concentrated development and heavily traveled roads surrounding the San Diego River corridor limit terrestrial species from using this corridor to disperse to adjacent canyons. In addition, wildlife use of this landscape linkage through the BSA is expected to be limited given the corridor's narrow width. Specifically, large mammals such as mule deer (*Odocoileus hemionus*) are not expected to use the corridor. However, this regional corridor supports avian or bat species that are capable of flying over barriers to adjacent habitat, and likely supports normal home range movements (e.g., foraging, natal dispersal, and home range expansion) for a variety of reptiles, amphibians, birds, and small- and medium-sized mammals.

The San Diego River corridor is located within the Pacific Flyway, a major north/south migration route for birds that travel between North and South America. In Southern California, this migratory pathway spans a broad front, and migrating birds are not uniformly distributed across the landscape (Bloom 1985). Local conditions including latitude, weather, topography, vegetation, and elevation influence the distribution of migrating birds within these general areas. Individuals stopping over in the BSA may attempt to nest on-site or will continue to migrate in search of suitable breeding grounds.

Multi-Habitat Planning Area

The BSA includes a portion of the MHPA, as delineated within the City San Diego's MSCP Subarea Plan. The MHPA boundary was previously corrected during the permitting process for

SDP No. 400602 (see Figure 4.4-1 for depiction of the current MHPA boundary). The total area of the corrected MHPA within the project site is 6.98 acres. Because a portion of the MHPA is included within the BSA, the City of San Diego's Land Use Adjacency Guidelines (City of San Diego 1997) are applicable. These guidelines address potential indirect effects to the MHPA and include the following issue areas: drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land development.

4.4.2 Regulatory Framework

The section summarizes federal, state, and local regulations that govern biological resources potentially impacted by the project.

4.4.2.1 Federal Regulations

Endangered Species Act

The Federal Endangered Species Act (FESA) provides protections for species endangered or threatened with extinction. FESA prohibits the "take" of endangered or threatened wildlife species. "Take" is defined to include harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (FESA Section 3 [(3)(19)]). Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns (50 CFR Section 17.3). Harass is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns (50 CFR Section 17.3). Actions that result in take can result in civil or criminal penalties. See Section 4.4.2.3 for a discussion of the City of San Diego's MSCP, which addresses take of federally endangered and threatened species. Projects that are implemented consistent with the City of San Diego's MSCP and Biology Guidelines (City of San Diego 2012) would be allowed to take listed species with the City of San Diego's authorization and approval.

Clean Water Act

Pursuant to Section 404 of the CWA, USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into jurisdictional waters of the U.S., which include those waters listed in 33 CFR Part 328 (Definitions).⁴ USACE, with oversight by EPA, has the principal authority to issue CWA Section 404 Permits.

⁴ In May 2015 U.S. Army Corps of Engineers and U.S. Environmental Protection Agency jointly released the Clean Water Rule: Definition of "Waters of the United States" (40 CFR 230.3) (Clean Water Rule) that is intended to clarify federal jurisdiction, particularly in semi-arid and western states. However, the Clean Water Rule is currently under a nationwide stay and, therefore, is not currently in effect.

Pursuant to Section 401 of the CWA, the RWQCB, Region 9, certifies that any discharge into jurisdictional waters of the U.S. will comply with state water quality standards. RWQCB, as delegated by EPA, has the principal authority to issue a CWA Section 401 water quality certification or waiver.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) prohibits any person unless permitted by regulations, to “pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention...for the protection of migratory birds...or any part, nest, or egg of any such bird” (16 U.S. Code 703). The list of migratory birds protected by the MBTA includes nearly all bird species native to the United States. The statute was extended in 1974 to include parts of birds, as well as eggs and nests. Thus, it is illegal under the MBTA to directly kill, or destroy a nest of, nearly any bird species, not just endangered species. Activities that result in removal or destruction of an active nest (a nest with eggs or young being attended by one or more adults) would violate the MBTA. Removal of unoccupied nests is not considered a violation of the MBTA.

4.4.2.2 State Regulations

California Fish and Game Code

The California Fish and Game Code (CFGF) regulates the taking or possession of birds, mammals, fish, amphibians, and reptiles, as well as natural resources such as wetlands and waters of the state. Applicable sections of the CFGF are discussed below.

Section 2050 Et Seq. – California Endangered Species Act

This California Endangered Species Act (CESA) (Section 2050 et seq.) prohibits the “take” (defined as “to hunt, pursue, catch, capture, or kill”) of state-listed species except as otherwise provided in state law. CESA is administered by CDFW and is similar to FESA. State lead agencies are required to consult with CDFW to ensure that their authorized actions are not likely to jeopardize the continued existence of any state-listed species or result in the degradation of occupied habitat.

Under Section 2081, CDFW authorizes “take” of state-listed endangered, threatened, or candidate species through incidental take permits or memoranda of understanding if (1) the take

is incidental to otherwise lawful activities, (2) impacts of the take are minimized and fully mitigated, (3) the permit is consistent with regulations adopted in accordance with any recovery plan for the species in questions, and (4) the applicant ensures suitable funding to implement the measures required by CDFW.

See Section 4.4.2.3 for a discussion of the Natural Community Conservation Plan (NCCP) that addresses state endangered and threatened species in the City of San Diego (i.e., the City of San Diego's MSCP). Projects that are implemented consistent with the Biology Guidelines (City of San Diego 2012) would be allowed to "take" state listed species with the City of San Diego's authorization and approval.

Section 3503 and 3503.5 – Protection of Birds, Nests, and Raptors

CFGF Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird. Section 3503.5 specifically states that it is unlawful to take, possess, or destroy any raptors (i.e., species in the orders Falconiformes and Strigiformes), including their nests or eggs. Typical violations of these codes include destruction of active nests resulting from removal of vegetation in which the nests are located. Violation of Section 3503.5 could also include failure of active raptor nests resulting from disturbance of nesting pairs by nearby project construction. This statute does not provide for the issuance of any type of incidental take permit.

Section 3511, 4700, 5050, and 5515 – Fully Protected Species

Protection of fully protected species is described in CFGF Sections 3511, 4700, 5050, and 5515. These species include certain fish, amphibian and reptile, bird, and mammal species. These statutes prohibit take or possession of fully protected species and do not provide for authorization of incidental take of fully protected species.

Section 3513 – Migratory Birds

This code protects California's migratory birds by making it unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame birds.

Section 1900 et seq. – Native Plant Protection Act

The Native Plant Protection Act (NPPA) (CFGF Section 1900 et seq.) includes measures to preserve, protect, and enhance rare and endangered native plant species. Definitions for "rare and endangered" are different from those contained in CESA, although CESA-listed rare and endangered species are included in the list of species protected under the NPPA.

Section 1600 et seq. – Streambed Alteration Agreement

Pursuant to Section 1600 et seq. of the CFGC, CDFW regulates activities of an applicant's project that would substantially alter the flow, bed, channel, or bank of streams or lakes, unless certain conditions outlined by CDFW are met by the applicant. The limits of CDFW jurisdiction are defined in CFGC Section 1600 et seq. as the “bed, channel, or bank of any river, stream,⁵ or lake designated by CDFW in which there is at any time an existing fish or wildlife resource or from which these resources derive benefit.”⁶ However, in practice, CDFW usually extends its jurisdictional limit and assertion to the top of a bank of a stream, the bank of a lake, or outer edge of the riparian vegetation, whichever is wider.

In some cases, drainage ditches and retention ponds⁷ can be potentially considered under the regulatory administration of CDFW. CDFW provides specific guidance concerning its regulatory administration in CCR Title 14 Section 720 (Designation of Waters of Department Interest):

For the purpose of implementing Sections 1601 and 1603 of the Fish and Game Code, which requires submission to the department of general plans sufficient to indicate the nature of a project for construction by or on behalf of any person, governmental agency, state or local, and any public utility, of any project which will divert, obstruct, or change the natural flow or bed of any river, stream, or lake designated by the department, or will use material from the streambeds designated by the department, all rivers, streams, lakes, and streambeds in the State of California, including all rivers, streams, and streambeds, *which may have intermittent flows of water*, are hereby designated for such purpose. (Italics added.)

Porter-Cologne Water Quality Act

Pursuant to Section 13000 et seq. of the California Water Code (the 1969 Porter-Cologne Water Quality Control Act), RWQCB is authorized to regulate any activity that would result in discharges of waste or fill material to waters of the state, including “isolated” waters and wetlands (e.g., vernal pools and seeps). Waters of the state include any surface water or groundwater within the boundaries of the state (California Water Code Section 13050[e]). RWQCB also adopts and implements water quality control plans (basin plans) that recognize and are designed to maintain the unique characteristics of each region with regard to natural water

⁵ Title 14 California Code of Regulations (CCR) 1.72 defines a stream as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation.”

⁶ This also includes the habitat upon which they depend for continued viability (California Fish and Game Code Division 5, Chapter 1, Section 45, and Division 2, Chapter 1, Section 711.2[a]).

⁷ Title 14 CCR 1.56 defines a lake as a feature that “includes lakes or man-made reservoirs.”

quality, actual and potential beneficial uses, maintaining water quality, and addressing the water quality problems of that region.

Designated beneficial uses of state waters that may be protected against quality degradation include preservation and enhancement of fish, wildlife, designated biological habitats of special significance, and other aquatic resources or preserves.

4.4.2.3 Local Regulations

The City of San Diego adopted an MSCP Subarea Plan in 1997. The goal of the City of San Diego's MSCP was to create a habitat preserve system (i.e., the MHPA) in order to coordinate conservation efforts on a regional scale while allowing development projects to occur.

The City of San Diego's MSCP Subarea Plan (City of San Diego 1997) was prepared pursuant to the general outline developed by USFWS and CDFW to meet the requirements of the California Natural Communities Conservation Planning Act of 1992. The plan serves as the NCCP for the issuance of an Incidental Take Permit for MSCP "covered" species. The MSCP identifies certain species as considered "covered" that are adequately conserved within the MHPA. The City's Subarea Plan specifies conditions of coverage for each covered species that must be applied when those species occur in a project area.

In addition, through the Biology Guidelines in the Land Development Code (City of San Diego 2012), the City regulates development activities according to project location, within or outside of the MHPA. Upon project compliance with the MSCP Subarea Plan and the Biology Guidelines, the City is able to issue "take" authorization for covered species. Prior to the adoption of the MSCP, this "take" authorization would have required project-by-project review with the regulatory agencies.

Thus, the MSCP provides for the preservation of a network of habitat and open space, protecting biodiversity, and enhancing the region's quality of life. The plan is designed to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. By identifying priority areas for conservation and other areas for future development, the MSCP streamlined permit procedures for development projects that impact habitat thereby providing an economic benefit by reducing constraints on future development and decreasing the costs of compliance with federal and state laws protecting biological resources.

In addition to the City of San Diego's MSCP Subarea Plan, other local planning policy documents include the *City of San Diego Guidelines for Conducting Biology Surveys* (City of

San Diego 2002) and the City's Biology Guidelines (City of San Diego 2012), referenced above. Within these guidelines, the City of San Diego established ESL regulations to ensure protection of resources consistent with CEQA and the City of San Diego's MSCP. ESLs include lands within the MHPA, wetlands, sensitive vegetation communities, habitat for listed species, lands supporting narrow endemics, and steep slopes. The regulations encourage avoidance and minimization of impacts to ESLs. The City's Biology Guidelines define the survey and impact assessment methodologies and mitigation requirements for unavoidable impacts (City of San Diego 2012).

Sensitive biological resources are defined by the SDMC (City of San Diego 2012) as:

- Lands that have been included in the MHPA as identified in the City of San Diego's MSCP Subarea Plan;
- Wetlands (as defined by SDMC, Section 113.0103);
- Lands outside of the MHPA that contain Tier I habitats, Tier II habitats, Tier IIIA habitats, or Tier IIIB habitats as identified in the Biology Guidelines;
- Lands supporting species or subspecies listed as rare, endangered, or threatened;
- Lands containing habitats with narrow endemic species as listed in the Biology Guidelines; and
- Lands containing habitats of covered species as listed in the Biology Guidelines.

4.4.3 Impact Analysis

Issue 1: Would the project result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in the MSCP or other local or regional plans, policies, or regulations, or by CDFW or USFWS?

4.4.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to biological resources may be significant if the project would:

- *Result in a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in the MSCP or other local or regional plans, policies, or regulations, or by CDFW or USFWS.*

Direct impacts to plant and wildlife species could include temporary or permanent loss of individuals or their habitat. Indirect impacts to plant and wildlife species could include edge effects such as noise or introducing humans and/or pets to an area where access was previously restricted. Direct impacts on state or federally listed species and all narrow endemics ~~should~~would be considered significant. Impacts on certain species covered by the MSCP and other species not covered by the MSCP should be considered significant on a case-by-case basis, taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP. Indirect impacts to species should be considered significant on a case-by-case basis taking into consideration all pertinent information regarding the species' ecology.

4.4.3.2 Impact Analysis

Direct Impacts

~~Direct~~No impacts to special-status plant species are anticipated as a result of the project. ~~Although~~ No special-status plants were observed incidentally during the biological surveys. Three special-status plant species habitat — San Diego sagewort, San Diego marsh-elder, and southwestern spiny rush — have a moderate potential to occur within the BSA based on presence of suitable habitat (see Section 4.4.1.3). Potential ~~direct~~ impacts to these species (if present) ~~includesuch as~~ inadvertent removal or trampling of individuals during ~~pedestrian bridge improvements, grading of the new drainage channel, and~~ restoration and enhancement efforts. ~~Direct impacts to potentially occurring special-status plants will~~ would be avoided ~~or the likelihood of impacts reduced with the implementation of measures outlined in Section 4.4.3.4.~~ Thus, ~~impacts to special-status plant species are considered mitigated to a level below significance~~because the project is designed to avoid development within sensitive habitats.

~~Direct~~No impacts to special-status wildlife species are anticipated. One special-status wildlife species, yellow warbler (a CDFW species of special concern), was observed during the 2014 reconnaissance survey. Thirteen additional special-status wildlife species also have moderate to high potential to occur within the BSA based on presence of suitable habitat (see Section 4.4.1.3).

~~Although~~ The 2016 presence/absence surveys for least Bell's vireo (state- and federally-listed as endangered) were negative. This analysis assumes that the species ~~will~~may be present ~~in the future~~ due to ~~project related restoration and enhancement~~ the presence of suitable ~~nesting~~ habitat. ~~Potential direct~~ Potential impacts to special-status wildlife species ~~include injury, mortality, or harassment of individuals during pedestrian bridge improvements, grading of the new drainage channel, and restoration and enhancement efforts. Mortality or injury to wildlife species usually~~

~~involves young individuals (including eggs) that cannot safely avoid equipment. Harassment of individuals, which may disrupt breeding, foraging, or movements, will potentially result from human presence within occupied habitat during construction efforts.~~would be avoided. The potential for injury, mortality, or harassment to occur is ~~low~~avoided given that ~~no~~no construction ~~would occur~~would occur within existing wildlife habitat within the BSA ~~will be limited.~~Direct impacts to special-status wildlife species are also possible post-construction given that human activity (e.g., trail and park use) would occur adjacent to potentially occupied habitat as a result of the .

~~The project. However, direct impacts will be avoided or~~ site includes an existing 10-story building, the Royal Palm Tower. This building could present the ~~likelihood of impacts reduced with the implementation of measures outlined in Section 4.4.3.4.~~

~~Nationwide, millions of birds are killed annually as a result of colliding with buildings (Loss et al. 2014). The numbers of fatalities can vary among species due to population abundance and species behavior (Loss et al. 2014).~~greatest existing risk for avian collisions currently on the site; however, the collision risk is low because it has no windows on the façade facing the River. Buildings covered with a large percentage of windows or glass would have an increased risk for avian collisions because birds cannot see the glass or it reflects adjacent habitat and they attempt to fly through (Cusa et al. 2015). Other reflective surfaces (e.g., metals or reflective paint) can have the same effect as glass by reflecting the sky, clouds, or nearby habitat familiar and attractive to birds (Sheppard 2011). Furthermore, the Royal Palm Tower is an existing condition that is not a result of the project.

~~The project site includes an existing 10-story building, the Royal Palm Tower. This building presents the greatest risk for avian collisions on-site; however, it is an existing condition that is not a result of the project.~~ The project proposes ~~a six-story~~an approximately 85-foot building on Residential Parcel 1, and three ~~seven-story~~approximately 85-foot buildings on Residential Parcels 2, 3, and 4. The residential building on Residential Parcel 4 is terraced away from the River so it begins at ~~two stories~~approximately 26 feet closest to the River and increases to ~~seven stories~~approximately 85 feet as it rises away from the River.

The project also proposes construction of one- and two-story buildings for the new lobby, lobby restaurants, hotel parking structure, and café. The new buildings would be constructed within a previously developed setting that includes taller structures such as the 10-story Royal Palm Tower. The structures would ~~not~~ be designed with ~~a~~ predominantly non-reflective material and would comply with the City's Lighting and Glare Regulations for light reflectivity materials selected for the project. and the American Bird Conservancy Bird-Friendly Building Design recommendations to the extent practicable (ABC 2016). Therefore, direct impacts to potentially

occurring special-status bird species from collisions with the project components would be less than significant.

Indirect Impacts

Potential indirect impacts to special-status plant and wildlife species include the following:

- ~~• *Nonnative Species and Predators:* Nonnative species have few natural predators or other ecological controls on their population sizes, and they often thrive in disturbed habitats. These species may aggressively outcompete native species and degrade the quality of habitat. For example, least Bell's vireo nests almost exclusively in native riparian scrub. Introduction of nonnative species with rapid propagation rates such as giant reed and easter bean could be detrimental in that the species would "choke off" the native riparian habitat and prohibit the growth and proliferation of riparian scrub species, thereby eliminating essential nesting habitat for least Bell's vireo. Construction activities have the potential to introduce nonnative plants to adjacent habitat by carrying seeds from outside sources on vehicles, people, and equipment. Following construction activities, trail and park users may introduce nonnative plant species into the BSA.~~

~~In addition to the potential introduction of nonnative plant species, developed areas can harbor human commensal wildlife species, such as ravens and mesopredators (e.g., raccoons and coyotes), which may increase predation rates of native species. Human commensal wildlife species likely already occupy the BSA, and are expected to continue to use the BSA following implementation of the project.~~

- ~~• *Changes in Hydrology:* Changes in hydrology, runoff, and sedimentation can indirectly impact plant and wildlife species dependent on surface water. Increased runoff into habitat can also result in increased erosion and rates of scouring, which could result in downstream habitat loss for some species. Runoff, sedimentation, and erosion can adversely impact plant populations by damaging individuals or by altering site conditions sufficiently to favor other species (native and nonnative) that would competitively displace the special-status species.~~

~~Grading activities associated with construction have the potential to create sedimentation and erosion within the riparian corridor. Sedimentation and erosion could potentially change the structure of the existing River channel and degrade the quality of adjacent riparian vegetation communities. In addition, storm water runoff during construction could potentially carry a variety of pollutants into the riparian vegetation within the San Diego River. However, the project would be required to comply with applicable regulations to minimize runoff and sedimentation. The project site would have less~~

~~impervious surface on-site and would provide enhanced BMPs. These project features would reduce sedimentation, erosion, and runoff into the River, thereby improving water quality. Therefore, impacts to hydrology and water quality are not expected to occur.~~

- ~~● Fugitive Dust: Fugitive dust can adversely impact plants by coating the surfaces of the leaves and reducing the rates of metabolic processes, such as photosynthesis and respiration. Suboptimal conditions that stress the processes necessary for normal plant growth can degrade the overall quality of vegetation communities. Fugitive dust may result during construction of the project during demolition and grading activities and potentially impact special-status plant species and lead to degradation of habitat.~~
- ~~● Human Presence: Human presence can result in vandalism, litter, and unauthorized trespass into sensitive areas. The BSA is already subject to significant human presence. Specifically, formal and informal parking areas and the proximity of the project site to Fashion Valley Mall and public transit results in a relatively high level of human activity in and around existing habitats. However, the project has the potential to increase human presence in the vicinity of sensitive habitats with construction of new park space adjacent to the River corridor. In addition, the project is designed to reorient development toward the River corridor, thus potentially increasing the amount of human activity that occurs adjacent to sensitive habitats.~~
- ~~● Noise: Elevated ambient noise levels have potential to disturb wildlife species and cause habitat avoidance. The impact of noise on wildlife differs from species to species, and is dependent on the source of the noise (e.g., vehicle traffic versus blasting) and the decibel level, duration, and timing. Noise data indicate that traffic on I-8 and surrounding roadways (e.g., Fashion Valley Road) is the most significant existing source of noise near the BSA; secondary sources include the Fashion Valley Transit Center and aircraft flyovers (AECOM 2015). Noise levels within existing wildlife habitat west of the existing pedestrian bridge (closer to Fashion Valley Road) are currently near or above 60 dBA (range from 55.7 to 67.6 dBA), a noise threshold typically used for nesting birds. Noise levels within existing habitat east of the pedestrian bridge drop below 60 dBA but remain relatively high at about 55 dBA. Noise resulting from on-site human activity (e.g., trail and park use) is not expected to increase ambient noise levels within sensitive habitats. During construction, however, noise levels may temporarily exceed background levels, potentially resulting in nest abandonment or avoidance of the BSA during migration or dispersal movements. Noise resulting from on-site human activity (e.g., trail and park use) is not expected to increase ambient noise levels within sensitive habitats. Thus, permanent, noise attenuating berms or walls are not required.~~
- ~~● Lighting: Artificial nighttime lighting can impact the habitat value for some wildlife species, particularly for nocturnal species, through potential modification of predation~~

~~rates, obscuring of lunar cycles, and/or causing direct habitat avoidance. Nighttime lighting can also disturb diurnal wildlife species roosting in adjacent habitat. Wildlife species occurring within the BSA are currently subjected to lighting impacts from surrounding development (e.g., parking lots, roadways, buildings). However, the project would not eliminate existing nighttime lighting around the sensitive habitats, and reorienting development on-site toward the San Diego River (including construction of new park space adjacent to the River) will increase the amount of light sources adjacent to sensitive habitats.~~

Generally, indirect impacts of development projects to sensitive biological resources include a variety of impacts that can be characterized as “edge effects.” Potential edge effects include increased human presence, noise, changes in hydrology, introduction of exotic species, lighting, and toxics and pollutants.

Biological resources within the BSA have been subject to these types of indirect impacts for decades due to existing land uses surrounding the BSA. The project is designed to reduce the intensity and extent of indirect impacts to biological resources in the BSA. This is accomplished through compliance with the Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1; compliance with standard City of San Diego environmental permit requirements; and enhancement of the wetland buffer, Low Impact Development (LID) features, and use of native plants in landscaping. With incorporation of these elements into the project, no significant impacts to special status plant or wildlife species would occur.

4.4.3.3 Significance of Impact

Direct impacts to special-status plant and wildlife species and their habitats ~~are considered significant.~~would not occur as a result of the project. Indirect impacts to special-status plant and wildlife species ~~associated~~would be avoided through project design and compliance with ~~nonnative species, changes in hydrology, human presence, noise, and lighting are a part of the existing conditions within the BSA. Nonetheless, indirect impacts to special-status species are considered significant given that these impacts could be exacerbated with implementation of the project~~MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1.

4.4.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

~~The project is generally designed to reduce the intensity and extent of indirect impacts in the BSA compared to existing conditions. Implementation of BIO-1 through BIO-5 and BIO-12~~

~~would further avoid, minimize, and mitigate direct impacts to special-status species. Implementation of BIO-2, BIO-6 through BIO-10 and BIO-12 would avoid and minimize indirect impacts to special-status species and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, noise, lighting, barriers, invasives, and grading/land development.~~

~~BIO-1 — To mitigate direct impacts to sensitive vegetation communities and special-status species habitat, impacts to sensitive vegetation communities shall be enhanced on-site. Impacts to riparian forest (southern cottonwood willow riparian forest [including open water area]) habitat shall be mitigated on-site at a ratio of 3:1. Direct impacts to riparian forest resulting from the project total 0.12-acre (see Table 4.4-3); therefore, 0.36-acre of mitigation is required. To meet the 3:1 mitigation requirement, three parts on-site enhancement (i.e., 0.36-acre) shall be provided consistent with the *Conceptual Mitigation Plan for the Town & Country Hotel Interim Parking Lot Expansion Project* (RECON 2012).~~

~~BIO-2 — To minimize direct and indirect impacts to sensitive habitats and species, the Applicant shall identify a biological monitor to regularly monitor all phases of construction. The biological monitor shall be approved by the City of San Diego prior to construction. Prior to initiation of any construction-related grading, the construction foreman and/or biological monitor shall discuss the sensitive nature of the adjacent habitat with the construction crew.~~

~~BIO-3 — To minimize direct impacts to sensitive habitats and species, the limits of construction shall be clearly delineated by a survey crew prior to brushing, clearing, or grading. The limits of construction shall be defined with silt fencing or orange construction fencing and checked by the biological monitor before initiation of construction grading. The biological monitor shall flag for avoidance any special-status plant species within the limits of construction.~~

~~BIO-4 — To minimize direct impacts to sensitive habitats and species, grading shall be restricted to the minimum area necessary. Equipment maintenance shall be restricted to the development area and will not occur within sensitive biological areas. The biological monitor shall oversee construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance.~~

~~BIO-5a — To avoid and minimize impacts to special-status bird species, the biological monitor shall conduct a pre-construction survey for active nests within and immediately~~

- ~~adjacent to the development area if grading or vegetation clearing/trimming is proposed in or adjacent to native habitat during the typical bird breeding season defined by the City's MSCP Subarea Plan (i.e., March 15–September 15). If surveys show that nesting birds are present and may be impacted directly or indirectly by construction activities, these activities shall be delayed until the end of the breeding season or until surveys by a qualified biologist confirm that fledglings are no longer dependent on the nest, or the project biologist will work with the appropriate wildlife agencies (i.e., USFWS and/or CDFW) to determine appropriate avoidance measures (e.g., avoidance buffers).~~
- ~~BIO 5b — To avoid and minimize impacts to the western red bat (*Lasiurus blossevillii*), the biological monitor shall conduct a pre-construction survey within and immediately adjacent to the development area if grading or vegetation clearing/trimming is proposed in or adjacent to native habitat during the typical bat breeding season defined by the City's MSCP Subarea Plan (i.e., March–September). If surveys show that bats are present and may be impacted directly or indirectly by construction activities, these activities shall be delayed until the end of the breeding season or until surveys by a qualified biologist confirm that bats are no longer present, or the project biologist will work with the appropriate wildlife agencies (i.e., USFWS and/or CDFW) to determine appropriate avoidance measures (e.g., avoidance buffers).~~
- ~~BIO 6 — To avoid the introduction of nonnative plant species into the MHPA, landscape plans shall contain noninvasive native species adjacent to sensitive biological areas.~~
- ~~BIO 7 — To avoid indirect lighting impacts on wildlife, all lighting adjacent to the MHPA shall be shielded, unidirectional, and directed away from preserve areas using appropriate placement and shields. If lighting adjacent to the MHPA is required for nighttime construction, it shall be directed away from sensitive habitats, using appropriate placement and shielding.~~
- ~~BIO 8 — To avoid indirect impacts to sensitive vegetation communities (including wetlands), natural drainage patterns shall be maintained as much as possible during construction. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared by a Qualified SWPPP Developer certified by the California Storm Water Quality Association. The SWPPP must specify measures to avoid or minimize construction-related surface water pollution to include proper runoff controls, pollutant source controls, and runoff treatment controls (when other nontreatment controls are insufficient for reducing runoff pollutant loads) that may degrade sensitive species habitat. The construction SWPPP would include water quality protection and monitoring measures and storm~~

~~water BMPs to minimize scour/erosion and control sediment that may degrade sensitive species habitat. Erosion control techniques, including the use of sandbags, hay bales, and/or the installation of sediment traps, shall be used to control erosion and deter drainage during construction activities into the adjacent open space. Drainage from all development areas adjacent to the MHPA shall be directed away from the MHPA, or, if not possible, must not drain directly into the MHPA but instead into sedimentation basins, grassy swales, and/or mechanical trapping devices. The type and location of all post-construction BMPs shall be provided on final construction drawings.~~

~~BIO 9 — To avoid indirect impacts to sensitive vegetation communities and special status plant species, dust suppression measures shall be implemented during construction to minimize the creation of dust clouds. These measures include applying water at least once per day or as determined necessary by the biological monitor to prevent visible dust emissions from exceeding 100 feet in length in any direction.~~

~~BIO 10 — To avoid indirect impacts to sensitive habitats and species, no trash, oil, parking, or other construction-related activities will be allowed outside the established limits of grading. All construction-related debris shall be removed from the project site and transported to an approved disposal facility.~~

~~BIO 12 — Prior to Construction~~

~~A. — **Biologist Verification:** The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.~~

~~B. — **Preconstruction Meeting:** The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.~~

~~C. — **Biological Documents:** The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species~~

~~Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.~~

~~D. **BCME:** The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions, etc.), avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.~~

~~E. **Avian Protection Requirements:** To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.~~

~~F. **Resource Delineation:** Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along~~

~~the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.~~

- ~~G. **Education:** Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).~~

~~II. During Construction~~

- ~~A. **Monitoring:** All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSVVR). The CSVVR shall be e-mailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.~~

- ~~B. **Subsequent Resource Identification:** The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna onsite (e.g., flag plant specimens for avoidance during access, etc.). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species specific local, state or federal regulations have been determined and applied by the Qualified Biologist.~~

~~III. Post-Construction Measures~~

- ~~A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD.~~

~~4.4.3.5 Impacts After Mitigation~~

~~Direct and indirect impacts to special status plant and wildlife species are mitigated to a level below significance with implementation of BIO 1 through and BIO 12. In addition, the project is expected to result in long term benefits to special status plant and wildlife species given that conditions of existing habitat would be improved.~~

4.4.4 Impact Analysis

Issue 2: Would the project result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

4.4.4.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to biological resources may be significant if the project would:

- *Result in a substantial adverse impact on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats as identified in the Biology Guidelines of the Land Development Manual or other sensitive natural community identified in local or regional plans, policies, or regulations, or by CDFW or USFWS.*

Sensitive vegetation communities may be directly or indirectly impacted. Direct impacts to sensitive vegetation communities include permanent or temporary ground disturbance, including removal of vegetation. Indirect impacts to sensitive vegetation communities include edge effects such as introduction of nonnative plant species and shading of sensitive habitat from new development. Tier I, II, IIIA, and IIIB upland habitats and all wetland habitats are considered sensitive and declining upland habitats and direct impacts to these resources should be considered significant. Total upland (Tiers I–IIIB) impacts of 0.1 acre or greater and wetland (including riparian) impacts of 0.01 acre or greater should be considered significant. ~~However, total upland (Tiers I–IIIB) and wetland impacts less than 0.1 acre are not considered significant.~~ Additionally, impacts to nonnative grasslands (Tier IIIB) that are completely surrounded by existing urban development and totaling less than 1.0 acre are not considered significant. Significance of indirect impacts should be considered significant on a case-by-case basis taking into consideration all pertinent information regarding vegetation requirements consistent with Section C of the City of San Diego Significance Determination Thresholds.

4.4.4.2 Impact Analysis

Direct Impacts

Six sensitive vegetation communities occur within the BSA: open water, coastal and valley freshwater marsh, emergent wetland, southern cottonwood-willow riparian forest, nonnative grassland, and eucalyptus woodland (as part of the riparian canopy) (see Section 4.4.1.1). The project is designed to avoid direct impacts to existing sensitive vegetation communities to the maximum extent feasible through siting new features outside the MHPA boundary. ~~However, direct impacts to sensitive vegetation communities would result during improvements to the existing pedestrian bridge, grading to create a new drainage channel between a new outfall structure and the San Diego River channel, and habitat restoration and enhancement efforts. The description of impacts to vegetation communities is subdivided below by development impacts and habitat restoration and enhancement impacts. Development impacts to sensitive vegetation communities require mitigation, whereas impacts associated with habitat restoration and enhancement do not require mitigation.~~

Development Impacts

~~A total of 0.13 acre of sensitive vegetation communities would be impacted during improvements to the existing pedestrian bridge (Figure 4.4-3; Table 4.4-3). Impacts resulting from bridge improvements would be temporary in nature as new footings/abutments for the improved bridge would not be constructed within sensitive vegetation communities. In addition, approximately 0.01 acre of southern cottonwood willow riparian forest would be graded to create a drainage channel between a new outfall structure (located in the storm water management area) and the existing River channel (Figure 4.4-3; Table 4.4-3). Lastly, approximately 3.80 acres of other vegetation communities and land covers (i.e., eucalyptus woodland, disturbed habitat, and urban/developed) would be impacted with creation of the water quality basin and public park space (including the San Diego River Pathway) (Figure 4.4-3; Table 4.4-3).~~ There would be no impacts to sensitive vegetation communities from development of the project Table 4.4-3). Construction of the public park space (including the San Diego River Pathway) would not directly impact sensitive vegetation communities. Where the San Diego River Pathway crosses the River via pedestrian bridge, the existing trail and bridge alignment will be utilized. In addition, in Figure 4.4-3 where the delineation of the conceptual alignment of the San Diego River Pathway appears to overlap existing sensitive habitat on the north side of the River, the habitat would be avoided during construction.

Table 4.4-3
Direct Impacts to Vegetation Communities and Land Covers

Vegetation Community/ Land Cover	Direct Impacts (Acres)														
	Bridge Improvements			Drainage Channel			Storm Water Management Area			Public Park (including San Diego River Pathway) ^a			Total Direct Impacts ^b		
	Within MHPA	Outside MHPA	Total	Within MHPA	Outside MHPA	Total	Within MHPA	Outside MHPA	Total	Within MHPA	Outside MHPA	Total	Within MHPA	Outside MHPA	Total
<i>Sensitive Vegetation Communities (Mitigation Required)</i>															
Southern Cottonwood- Willow Riparian Forest	0.07	0.02	0.09	0.01	-	0.01	-	-	-	-	-	-	0.08	0.02	0.10
Open Water	0.02	-	0.02	<0.01	-	<0.01	-	-	-	-	-	-	0.02	-	0.02
Eucalyptus Woodland (Riparian Canopy)	0.02	-	0.02	-	-	-	-	-	-	-	-	-	0.02	-	0.02
<i>Subtotal</i>	<i>0.11</i>	<i>0.02</i>	<i>0.13</i>	<i>0.01</i>	<i>-</i>	<i>0.01</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>0.12</i>	<i>0.02</i>	<i>0.14</i>
<i>Other Vegetation Communities and Land Covers (Mitigation Not Required)</i>															
Eucalyptus Woodland	0.02	-	0.02	-	-	-	-	0.02	0.02	-	-	-	0.02	0.02	0.04
Disturbed Habitat	-	-	-	0.02	-	0.02	-	0.03	0.03	-	-	-	0.02	0.03	0.05
Urban/Developed	-	0.04	0.04	<0.01	0.01	0.01	-	0.16	0.16	-	3.48	3.48	<0.01	3.69	3.69
<i>Subtotal</i>	<i>0.02</i>	<i>0.04</i>	<i>0.06</i>	<i>0.02</i>	<i>0.01</i>	<i>0.03</i>	<i>-</i>	<i>0.21</i>	<i>0.21</i>	<i>-</i>	<i>3.48</i>	<i>3.48</i>	<i>0.04</i>	<i>3.74</i>	<i>3.78</i>

^a Note: where public park overlaps existing habitat, impacts to native sensitive vegetation communities will be avoided.

^b Total excludes direct impacts resulting from restoration and enhancement efforts as these impacts do not require mitigation.

Vegetation Community/ Land Cover	Direct Impacts (Acres)								
	Storm Water Management Area			Public Park (including San Diego River Pathway) ^a			Total Direct Impacts		
	Within MHPA	Outside MHPA	Total	Within MHPA	Outside MHPA	Total	Within MHPA	Outside MHPA	Total
<i>Other Vegetation Communities and Land Covers (Mitigation Not Required)</i>									
Eucalyptus Woodland	-	0.02	0.02	-	-	-	-	0.02	0.02
Disturbed Habitat	-	0.03	0.03	-	-	-	-	0.03	0.03
Urban/Developed	-	0.16	0.16	-	3.48	3.48	-	3.69	3.69
<i>Subtotal</i>	<i>-</i>	<i>0.21</i>	<i>0.21</i>	<i>-</i>	<i>3.48</i>	<i>3.48</i>	<i>-</i>	<i>3.74</i>	<i>3.74</i>

^a Note: where public park overlaps existing habitat, impacts to native sensitive vegetation communities will be avoided.

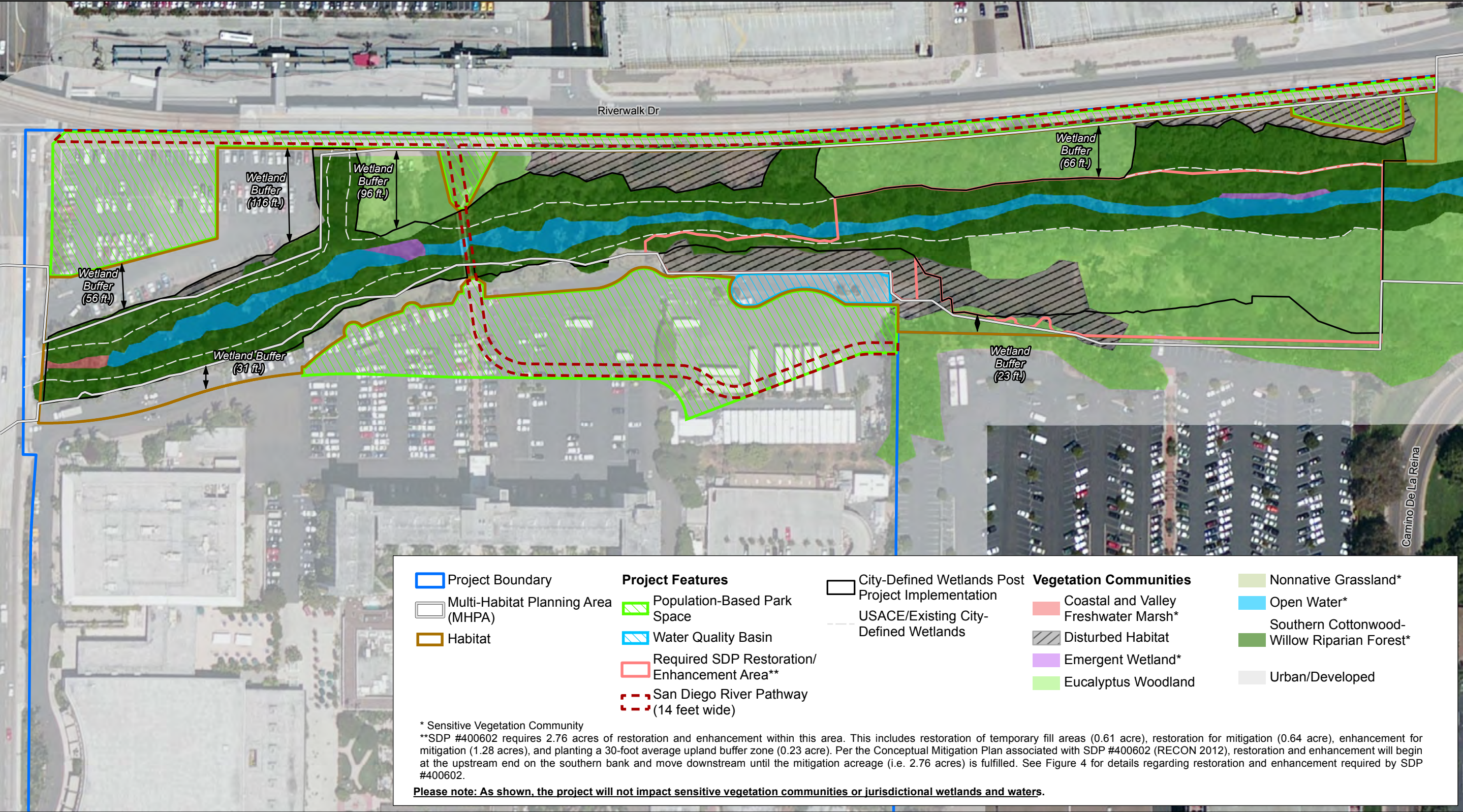


Figure 4.4-3
Project Impacts – Vegetation Communities

This page intentionally left blank.

Habitat Restoration and Enhancement ~~Impacts~~

Approximately ~~4.45~~5.35 acres of existing sensitive vegetation communities (i.e., open water; coastal and valley freshwater marsh; emergent wetland; southern cottonwood-willow riparian forest; and nonnative grassland) ~~would be subject to impacts during~~are included in the habitat restoration and enhancement efforts. Restoration and enhancement efforts would include invasive species removal using mechanical and chemical methods~~; as well as the planting of native species.~~ Enhancement areas will be monitored and maintained for at least 5 years to ensure success criteria are met.

Indirect Impacts

~~Potential indirect impacts to vegetation communities include degradation from nonnative species introduction, dust, sedimentation, erosion, and human presence as described in Section 4.4.3.2 above.~~Indirect impacts to sensitive vegetation communities would be avoided through project compliance with MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1; compliance with standard City of San Diego environmental permit requirements; and enhancement of the wetland buffer, and use of native plants in landscaping. Potential indirect impacts associated with shading from project features are described below.

Shading: The project includes a new residential structure that has a potential to cast shade on biological habitat along the San Diego River within the project site (as shown in Figure 4.4-4). The northern edge of the proposed structure on Lot 4 within the Residential District would be located approximately 140 feet from the habitat area. However, the northeast corner of the proposed structure will be approximately 80 feet at the closest point from the delineated habitat area. The habitat area would be considered shade-sensitive because sunlight is important to plant growth and habitat function.

An analysis based on computer generated shade diagrams using a 3D digital model of the proposed improvements was prepared for the project. Shading effects are dependent upon several factors, including the local topography, the height and bulk of a project's structural elements, the shade-sensitivity of the adjacent land use, the season and consequent length of shadows, and the duration of shadow projection. The study time period for evaluation utilized both the winter and summer solstice (9:00 AM to 3:00 PM and 9:00 AM to 5:00 PM respectively).

The shade study determined that the project would not cast shade within the delineated habitat area for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October). The project would cast a moving patch of shade on a portion of the habitat area for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time on approximately 50 days (between November 27 and January 15). The

Limit of habitat area: - - - - - Habitat: ■
New residential structure: ————

Morning shade within habitat December 31. Sunrise 6:51 AM.

Shade encroachment duration 1 hour, 29 minutes.



7:36 AM
Maximum extent of building shade.



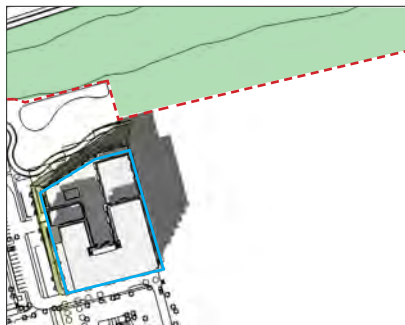
8:00 AM
Approximate mid point of shade encroachment duration.



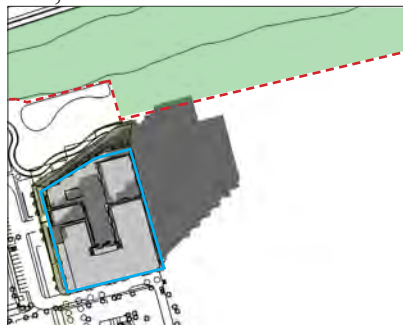
8:30 AM
Building shade encroachment ends.

Evening shade within habitat December 31. Sunset 4:53 PM.

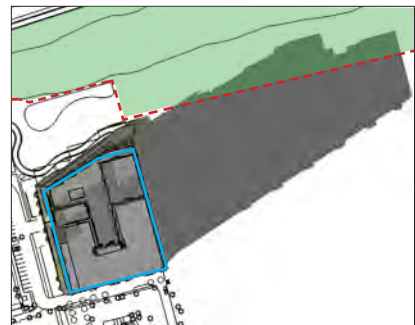
Shade encroachment duration 1 hour, 53 minutes.



1:30 PM
Building shade encroachment begins.



3:00 PM
Approximate mid point of shade encroachment duration.



4:08 PM
Maximum extent of building shade.

Figure 4.4-6
Shade Study

area of habitat shaded would average approximately 600 sq. feet at ground-level. The maximum ground area that would be shaded is approximately 1,200 sq. feet and would occur on the winter solstice for less than 15 minutes. These impacts are measured at ground-level. Riparian habitat is tall, with most shrub species being more than 2 feet tall and mature tree species ranging from 20 to 60 feet tall. The spatial extent of shading and the duration of shading would decrease with height, with the tops of tree canopies being entirely free of shading impacts year-round.

Only a small area of shade (approximately 600 to 1200 sq. ft.) would move across the corner of the 8-acre habitat on only 14 percent of the days of the year. Because the patch of shade is constantly moving, and because only the lower portions of plants would receive shading, no single habitat area would be in shade for more than three hours at a time. This minimal amount of shading would have little effect on existing plants or wildlife in the shaded habitat. Therefore, the impact of shading on the habitat area would be less than significant.

4.4.4.3 Significance of Impact

~~Direct impacts to nonsensitive vegetation communities and land covers (i.e., eucalyptus woodland, disturbed habitat, and urban/developed) summarized in Table 4.4-3 are not considered significant. Direct impacts to sensitive vegetation communities (i.e., southern cottonwood-willow riparian forest, open water, and Eucalyptus woodland [riparian canopy]) resulting from construction activities exceed the City's 0.01-acre threshold for wetland impacts and are considered significant. According to the City's Biology Guidelines (2012), direct impacts to sensitive vegetation communities resulting from habitat restoration and enhancement activities are not considered significant and do not require mitigation. Indirect impacts to sensitive vegetation communities associated with nonnative species, changes in hydrology, and human presence are a part of the existing conditions within the BSA. Nonetheless, indirect impacts to sensitive vegetation communities are considered significant given that these impacts could be exacerbated with implementation of the project.~~ No direct impacts to sensitive vegetation communities will result from project implementation. Indirect impacts to sensitive vegetation communities from shading would be less than significant. All other indirect impacts would be avoided through project design and compliance with MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1.

4.4.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required. ~~Implementation of BIO-1 would mitigate direct impacts to sensitive vegetation communities by restoring communities on-site at a ratio consistent with the Biology Guidelines (City of San Diego 2012). Additional measures to avoid and minimize direct and indirect impacts to sensitive vegetation communities include BIO-2 through BIO-4, BIO-6, BIO-~~

~~8, BIO-9, BIO-10, BIO-12, and BIO-13. The project is generally designed to reduce the intensity and extent of indirect impacts in the BSA compared to existing conditions. Implementation of BIO-2, BIO-6, and BIO-8 through BIO-13 would avoid and minimize indirect impacts to sensitive vegetation communities and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, barriers, invasives, and grading/land development.~~

~~BIO-13~~ ~~Prior to Permit Issuance~~

~~A. Land Development Review (LDR) Plan Check~~

- ~~1. Prior to Notice to Proceed (NTP) or issuance for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, whichever is applicable, the Assistant Deputy Director (ADD) environmental designee shall verify that the requirements for the revegetation/restoration plans and specifications, including mitigation of direct impacts to 1.74 acres coast live oak woodland restoration, 3.53 acres of southern cottonwood willow riparian forest enhancement, 1.46 acres of southern cottonwood willow riparian forest restoration, and 0.77 acre of coastal sage scrub restoration have been shown and noted on the appropriate landscape construction documents. The landscape construction documents and specifications must be found to be in conformance with Attachment B of the Restoration and Enhancement Plan for the project prepared by AECOM (2016), the requirements of which are summarized below:~~

~~B. Revegetation/Restoration Plan(s) and Specifications~~

- ~~1. Landscape Construction Documents (LCD) shall be prepared on D-sheets and submitted to the City of San Diego Development Services Department, Landscape Architecture Section (LAS) for review and approval. LAS shall consult with Mitigation Monitoring Coordination (MMC) and obtain concurrence prior to approval of LCD. The LCD shall consist of revegetation/restoration, planting, irrigation and erosion control plans; including all required graphics, notes, details, specifications, letters, and reports as outlined below.~~
- ~~2. Landscape Revegetation/Restoration Planting and Irrigation Plans shall be prepared in accordance with the San Diego Land Development Code (LDC) Chapter 14, Article 2, Division 4, the LDC Landscape Standards submittal requirements, and Attachment "B" (General Outline for~~

~~Revegetation/Restoration Plans) of the City of San Diego's LDC Biology Guidelines (July 2002). The Principal Qualified Biologist (PQB) shall identify and adequately document all pertinent information concerning the revegetation/restoration goals and requirements, such as but not limited to, plant/seed palettes, timing of installation, plant installation specifications, method of watering, protection of adjacent habitat, erosion and sediment control, performance/success criteria, inspection schedule by City staff, document submittals, reporting schedule, etc. The LCD shall also include comprehensive graphics and notes addressing the ongoing maintenance requirements (after final acceptance by the City).~~

- ~~3. The Revegetation Installation Contractor (RIC), Revegetation Maintenance Contractor (RMC), Construction Manager (CM) and Grading Contractor (GC), where applicable shall be responsible to insure that for all grading and contouring, clearing and grubbing, installation of plant materials, and any necessary maintenance activities or remedial actions required during installation and the 120 day plant establishment period are done per approved LCD. The following procedures at a minimum, but not limited to, shall be performed:~~
- ~~a. The RMC shall be responsible for the maintenance of the upland/wetland mitigation area for a minimum period of 120 days. Maintenance visits shall be conducted on a weekly basis throughout the plant establishment period.~~
- ~~b. At the end of the 120 day period the PQB shall review the mitigation area to assess the completion of the short term plant establishment period and submit a report for approval by MMC.~~
- ~~c. MMC will provide approval in writing to begin the five year long term establishment/maintenance and monitoring program.~~
- ~~d. Existing indigenous/native species shall not be pruned, thinned or cleared in the revegetation/mitigation area.~~
- ~~e. The revegetation site shall not be fertilized.~~
- ~~f. The RIC is responsible for reseeding (if applicable) if weeds are not removed, within one week of written recommendation by the PQB.~~
- ~~g. Weed control measures shall include the following: (1) hand removal, (2) cutting, with power equipment, and (3) chemical control. Hand~~

~~removal of weeds is the most desirable method of control and will be used wherever possible.~~

~~h. Damaged areas shall be repaired immediately by the RIC/RMC. Insect infestations, plant diseases, herbivory, and other pest problems will be closely monitored throughout the five-year maintenance period. Protective mechanisms such as metal wire netting shall be used as necessary. Diseased and infected plants shall be immediately disposed of off site in a legally acceptable manner at the discretion of the PQB or Qualified Biological Monitor (QBM) (City approved). Where possible, biological controls will be used instead of pesticides and herbicides.~~

~~4. If a Brush Management Program is required the revegetation/restoration plan shall show the dimensions of each brush management zone and notes shall be provided describing the restrictions on planting and maintenance and identify that the area is impact neutral and shall not be used for habitat mitigation/credit purposes.~~

~~*C. Letters of Qualification Have Been Submitted to the Assistant Deputy Director*~~

- ~~1. The applicant shall submit, for approval, a letter verifying the qualifications of the biological professional to MMC. This letter shall identify the PQB, Principal Restoration Specialist (PRS), and QBM, where applicable, and the names of all other persons involved in the implementation of the revegetation/restoration plan and biological monitoring program, as they are defined in the City of San Diego Biological Review References. Resumes and the biology worksheet should be updated annually.~~
- ~~2. MMC will provide a letter to the applicant confirming the qualifications of the PQB/PRS/QBM and all City Approved persons involved in the revegetation/restoration plan and biological monitoring of the project.~~
- ~~3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the revegetation/restoration plan and biological monitoring of the project.~~
- ~~4. PQB must also submit evidence to MMC that the PQB/QBM has completed Storm Water Pollution Prevention Program (SWPPP) training.~~

II. Prior to Start of Construction

~~*A. PQB/PRS Shall Attend Preconstruction (Precon) Meetings*~~

~~1. Prior to beginning any work that requires monitoring:~~

- ~~a. The owner/permittee or their authorized representative shall arrange and perform a Precon Meeting that shall include the PQB or PRS, Construction Manager (CM) and/or Grading Contractor (GC), Landscape Architect (LA), Revegetation Installation Contractor (RIC), Revegetation Maintenance Contractor (RMC), Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC.~~
- ~~b. The PQB shall also attend any other grading/excavation related Precon Meetings to make comments and/or suggestions concerning the revegetation/restoration plan(s) and specifications with the RIC, CM and/or GC.~~
- ~~c. If the PQB is unable to attend the Precon Meeting, the owner shall schedule a focused Precon Meeting with MMC, PQB/PRS, CM, BI, LA, RIC, RMC, RE and/or BI, if appropriate, prior to the start of any work associated with the revegetation/ restoration phase of the project, including site grading preparation.~~

~~2. Where Revegetation/Restoration Work Will Occur~~

- ~~a. Prior to the start of any work, the PQB/PRS shall also submit a revegetation/restoration monitoring exhibit (RRME) based on the appropriate reduced LCD (reduced to 11" x 17" format) to MMC, and the RE, identifying the areas to be revegetated/restored including the delineation of the limits of any disturbance/grading and any excavation.~~
- ~~b. PQB shall coordinate with the construction superintendent to identify appropriate Best Management Practices (BMPs) on the RRME.~~

~~3. When Biological Monitoring Will Occur~~

- ~~a. Prior to the start of any work, the PQB/PRS shall also submit a monitoring procedures schedule to MMC and the RE indicating when and where biological monitoring and related activities will occur.~~

~~4. PQB Shall Contact MMC to Request Modification~~

- ~~a. The PQB may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the revegetation/restoration plans and specifications. This request shall be based on relevant information (such as other sensitive species not~~

~~listed by federal and/or state agencies and/or not covered by the MSCP and to which any impacts may be considered significant under CEQA) which may reduce or increase the potential for biological resources to be present.~~

~~III. During Construction~~

~~A. PQB or QBM Present During Construction/Grading/Planting~~

- ~~1. The PQB or QBM shall be present full time during construction activities including but not limited to, site preparation, cleaning, grading, excavation, landscape establishment in association with impacts related to improvements to the existing pedestrian bridge which could result in impacts to sensitive biological resources as identified in the LCD and on the RRME. A total of 0.13 acre of sensitive vegetation communities would be impacted during improvements to the existing pedestrian bridge. Impacts resulting from bridge improvements would be temporary in nature and associated with a construction work area around the existing bridge. New footings/abutments for the improved bridge would not be constructed. In addition, approximately 0.01 acre of southern cottonwood willow riparian forest would be graded to create a drainage channel between a new outfall structure (located in the stormwater management area) and the existing river channel. Lastly, approximately 3.80 acres of other vegetation communities and land covers (i.e., eucalyptus woodland, disturbed habitat, and urban/developed) would be impacted with construction of the stormwater management area (including water quality basin and outfall structure) and public park space (including the San Diego River Pathway). **The RIC and/or QBM are responsible for notifying the PQB/PRS of changes to any approved construction plans, procedures, and/or activities. The PQB/PRS is responsible to notify the CM, LA, RE, BI and MMC of the changes.**~~
- ~~2. The PQB or QBM shall document field activity via the Consultant Site Visit Record Forms (CSVr). The CSVr's shall be faxed by the CM the first day of monitoring, the last day of monitoring, monthly, and in the event that there is a deviation from conditions identified within the LCD and/or biological monitoring program. The RE shall forward copies to MMC.~~
- ~~3. The PQB or QBM shall be responsible for maintaining and submitting the CSVr at the time that CM responsibilities end (i.e., upon the completion of construction activity other than that of associated with biology).~~

- ~~4. All construction activities (including staging areas) shall be restricted to the development areas as shown on the LCD. The PQB/PRS or QBM staff shall monitor construction activities as needed, with MMC concurrence on method and schedule. This is to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance as shown on the approved LCD.~~
- ~~5. The PQB or QBM shall supervise the placement of orange construction fencing or City approved equivalent, along the limits of potential disturbance adjacent to (or at the edge of) all sensitive habitats, including those wetlands, waters and riparian habitats protected under the jurisdiction of USACE, CDFW, RWQCB, and the City (southern cottonwood willow riparian forest, emergent wetlands, coastal and valley freshwater marsh, and open water), as shown on the approved LCD.~~
- ~~6. The PQB shall provide a letter to MMC that limits of potential disturbance have been surveyed, staked and that the construction fencing is installed properly.~~
- ~~7. The PQB or QBM shall oversee implementation of BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measures, as needed to ensure prevention of any significant sediment transport. In addition, the PQB/QBM shall be responsible to verify the removal of all temporary construction BMP's upon completion of construction activities. Removal of temporary construction BMP's shall be verified in writing on the final construction phase CSV.~~
- ~~8. PQB shall verify in writing on the CSV's that no trash stockpiling or oil dumping, fueling of equipment, storage of hazardous wastes or construction equipment/material, parking or other construction related activities shall occur adjacent to sensitive habitat. These activities shall occur only within the designated staging area located outside the area defined as biological sensitive area.~~
- ~~9. The long term establishment inspection and reporting schedule per LCD must all be approved by MMC prior to the issuance of the Notice of Completion (NOC) or any bond release.~~

~~*B. Disturbance/Discovery Notification Process*~~

- ~~1. If unauthorized disturbances occurs or sensitive biological resources are discovered that were not previously identified on the LCD and/or RRME,~~

~~the PQB or QBM shall direct the contractor to temporarily divert construction in the area of disturbance or discovery and immediately notify the RE or BI, as appropriate.~~

- ~~2. The PQB shall also immediately notify MMC by telephone of the disturbance and report the nature and extent of the disturbance and recommend the method of additional protection, such as fencing and appropriate Best Management Practices (BMP's). After obtaining concurrence with MMC and the RE, PQB and CM shall install the approved protection and agreement on BMP's.~~
- ~~3. The PQB shall also submit written documentation of the disturbance to MMC within 24 hours by fax or email with photos of the resource in context (e.g., show adjacent vegetation).~~

~~C. Determination of Significance~~

- ~~1. The PQB shall evaluate the significance of disturbance and/or discovered biological resource and provide a detailed analysis and recommendation in a letter report with the appropriate photo documentation to MMC to obtain concurrence and formulate a plan of action which can include fines, fees, and supplemental mitigation costs.~~
- ~~2. MMC shall review this letter report and provide the RE with MMC's recommendations and procedures.~~

IV. Post Construction

~~A. Mitigation Monitoring and Reporting Period~~

- ~~1. Five Year Mitigation Establishment/Maintenance Period~~
 - ~~a. The RMC shall be retained to complete maintenance monitoring activities throughout the five-year mitigation monitoring period.~~
 - ~~b. Maintenance visits will be conducted twice per month for the first six months, once per month for the remainder of the first year, and quarterly thereafter.~~
 - ~~c. Maintenance activities will include all items described in the LCD.~~
 - ~~d. Plant replacement will be conducted as recommended by the PQB (note: plants shall be increased in container size relative to the time of initial installation or establishment or maintenance period may be extended to the satisfaction of MMC).~~

~~2.—Five Year Biological Monitoring~~

- ~~a.—All biological monitoring and reporting shall be conducted by a PQB or QBM, as appropriate, consistent with the LCD.~~
- ~~b.—Monitoring shall involve both qualitative horticultural monitoring and quantitative monitoring (i.e., performance/success criteria). Horticultural monitoring shall focus on soil conditions (e.g., moisture and fertility), container plant health, seed germination rates, presence of native and non-native (e.g., invasive exotic) species, any significant disease or pest problems, irrigation repair and scheduling, trash removal, illegal trespass, and any erosion problems.~~
- ~~c.—After plant installation is complete, qualitative monitoring surveys will occur monthly during year one and quarterly during years two through five.~~
- ~~d.—Upon the completion of the 120 days short-term plant establishment period, quantitative monitoring surveys shall be conducted at 0, 6, 12, 24, 36, 48 and 60 months by the PQB or QBM. The revegetation/restoration effort shall be quantitatively evaluated once per year (in spring) during years three through five, to determine compliance with the performance standards identified on the LCD. All plant material must have survived without supplemental irrigation for the last two years.~~
- ~~e.—Quantitative monitoring shall include the use of fixed transects and photo points to determine the vegetative cover within the revegetated habitat. Collection of fixed transect data within the revegetation/restoration site shall result in the calculation of percent cover for each plant species present, percent cover of target vegetation, tree height and diameter at breast height (if applicable) and percent cover of non-native/non-invasive vegetation. Container plants will also be counted to determine percent survivorship. The data will be used determine attainment of performance/success criteria identified within the LCD.~~
- ~~f.—Biological monitoring requirements may be reduced if, before the end of the fifth year, the revegetation meets the fifth year criteria and the irrigation has been terminated for a period of the last two years.~~

~~g. The PQB or QBM shall oversee implementation of post construction BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measure, as needed to ensure prevention of any significant sediment transport. In addition, the PQB/QBM shall be responsible to verify the removal of all temporary post construction BMP's upon completion of construction activities. Removal of temporary post construction BMPs shall be verified in writing on the final post construction phase CSV.~~

~~*B. Submittal of Draft Monitoring Report*~~

- ~~1. A draft monitoring letter report shall be prepared to document the completion of the 120 day plant establishment period. The report shall include discussion on weed control, horticultural treatments (pruning, mulching, and disease control), erosion control, trash/debris removal, replacement planting/reseeding, site protection/signage, pest management, vandalism, and irrigation maintenance. The revegetation/restoration effort shall be visually assessed at the end of 120 day period to determine mortality of individuals.~~
- ~~2. The PQB shall submit two copies of the Draft Monitoring Report which describes the results, analysis, and conclusions of all phases of the Biological Monitoring and Reporting Program (with appropriate graphics) to MMC for review and approval within 30 days following the completion of monitoring. Monitoring reports shall be prepared on an annual basis for a period of five years. Site progress reports shall be prepared by the PQB following each site visit and provided to the owner, RMC and RIC. Site progress reports shall review maintenance activities, qualitative and quantitative (when appropriate) monitoring results including progress of the revegetation relative to the performance/success criteria, and the need for any remedial measures.~~
- ~~3. Draft annual reports (three copies) summarizing the results of each progress report including quantitative monitoring results and photographs taken from permanent viewpoints shall be submitted to MMC for review and approval within 30 days following the completion of monitoring.~~
- ~~4. MMC shall return the Draft Monitoring Report to the PQB for revision or, for preparation of each report.~~
- ~~5. The PQB shall submit revised Monitoring Report to MMC (with a copy to RE) for approval within 30 days.~~

- ~~6. MMC will provide written acceptance of the PQB and RE of the approved report.~~

~~C. Final Monitoring Reports(s)~~

- ~~1. PQB shall prepare a Final Monitoring upon achievement of the fifth year performance/success criteria and completion of the five year maintenance period.~~
- ~~a. This report may occur before the end of the fifth year if the revegetation meets the fifth year performance /success criteria and the irrigation has been terminated for a period of the last two years.~~
- ~~b. The Final Monitoring report shall be submitted to MMC for evaluation of the success of the mitigation effort and final acceptance. A request for a pre-final inspection shall be submitted at this time, MMC will schedule after review of report.~~
- ~~c. If at the end of the five years any of the revegetated area fails to meet the project's final success standards, the applicant must consult with MMC. This consultation shall take place to determine whether the revegetation effort is acceptable. The applicant understands that failure of any significant portion of the revegetation/restoration area may result in a requirement to replace or renegotiate that portion of the site and/or extend the monitoring and establishment/maintenance period until all success standards are met.~~

4.4.4.5 Impacts After Mitigation

~~Significant direct and indirect impacts to sensitive vegetation communities are mitigated to a level below significance with implementation of BIO-1 through BIO-4, BIO-6, BIO-8, BIO-9, BIO-10, BIO-12 and BIO-13.~~

4.4.5 Impact Analysis

Issue 3: Would the project result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other means?

4.4.5.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to biological resources may be significant if the project would:

- *Result in a substantial adverse impact on wetlands through direct removal, filling, hydrological interruption, or other means.*

~~Wetlands may be directly or indirectly impacted.~~ Direct impacts to wetlands include permanent or temporary ground disturbance, including removal of vegetation. Indirect impacts to wetlands include edge effects such as introduction of nonnative species. Wetlands are considered sensitive, and declining habitats and direct impacts to these resources should be considered significant. Total wetland impacts of 0.01 acre or greater are considered significant. Indirect impacts should be considered significant on a case-by-case basis taking into consideration all pertinent information regarding wetland ecosystems.

Pursuant to the City's Biology Guidelines, Section II(A)(1)(b), "a wetland buffer shall be maintained around all wetlands as appropriate to protect the functions and values of the wetland. Section 320.4(b)(2) of the USACE General Regulatory Policies (33 CFR 320-330) lists criteria for consideration when evaluating wetland functions and values."

4.4.5.2 Impact Analysis

Waters and wetlands under the purview of USACE, RWQCB, CDFW, and City of San Diego were delineated within the BSA (see Section 4.4.1.3). No impacts to wetland resources would result from implementation of the project. Project construction would avoid direct impacts to jurisdictional waters and wetlands. Indirect impacts are avoided through implementation of the proposed wetland buffer and compliance with MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1; compliance with standard City of San Diego environmental permit requirements; and enhancement of the wetland buffer, Low Impact Development (LID) features, and use of native plants in landscaping.

Development Impacts

Construction of the storm water management area and public park space (including the San Diego River Pathway) would not impact jurisdictional waters and wetlands. Where the San Diego River Pathway crosses the River, the existing trail and bridge alignment will be utilized.

Habitat Restoration and Enhancement

A total of 5.35 acres of existing jurisdictional waters and wetlands would be included in habitat restoration and enhancement efforts beyond the requirements of SDP No. 400602. Restoration and enhancement efforts would include nonnative species removal using mechanical and chemical methods. Restoration and enhancement areas will be monitored and maintained for at least 5 years. The Applicant will be responsible for preparing, implementing and maintaining a

Habitat Management Plan (HMP) beyond the 5-year monitoring requirement of SDP No. 400602 through ongoing coordination with the City. The HMP shall identify the responsible entity and funding source for HMP implementation in perpetuity. The HMP shall be submitted to and approved by City and wildlife agencies prior to the issuance of any construction permit.

No impacts to native vegetation or wetlands are anticipated from restoration activities. All native vegetation would be protected by restoration. Only non-native species would be removed, which provides a direct benefit to remaining native species. Implementation of erosion control measures, appropriate timing of planting and maintenance activities by trained restoration specialists would avoid indirect impacts.

Wetland Buffer - Existing

A wetland buffer was delineated around existing USACE and City-defined wetlands, as delineated during the 2014 field surveys, during the initial design of the ~~Proposed P~~ project (Figure ~~4.4-4~~ 4.4-5). This was to ensure proper analysis of impacts to existing wetlands from the ~~project. Proposed Project. The wetland buffer post Project implementation was also delineated to properly analyze the functions and values of the buffer around the restored and enhanced City-defined wetlands (i.e., riparian communities) proposed by the Project (Figure 4.4-5).~~

The existing wetland buffer is comprised of disturbed habitat, eucalyptus woodland and southern cottonwood-willow riparian forest. The disturbed habitat and eucalyptus woodland within the existing wetland buffer do not support hydrology indicators, hydric soils, or dominance of hydrophytic vegetation. The outer edge of the southern cottonwood-willow riparian forest canopy within the wetland buffer contains no woody riparian trees or shrubs. ~~The canopy of said trees extends outward from the center of the river corridor over the banks of the San Diego River that support upland vegetation communities.~~ The habitat beneath the outer, overhanging canopy of the southern cottonwood-willow riparian forest is composed of nonnative upland grasses. ~~This area under the canopy occurs along the upper banks of the San Diego River~~ and does not support hydrology indicators, hydric soils, or dominance of hydrophytic vegetation. Therefore, the wetland buffer delineated for the project does not currently support USACE or City-defined wetlands.

The existing wetland buffer delineated for the project averages 72 feet (range of 30 to 139 feet) on the south side of existing USACE and City-defined wetlands and 57 feet (range of 1 to 112 feet) on the north side of USACE and City-defined wetlands. ~~The shortest buffer distance on the north side of the river (i.e., 1 foot from edge of existing USACE and City-defined wetlands) is associated with a small inlet located immediately east of the existing northern parking lot which essentially abuts the northern property boundary. The wetland buffer on the north side of the San~~

~~Diego River is generally constrained by the Site's property boundary. The exception to this is at the northwest portion of the Site, where~~ At the northwest portion of the Site, the majority of the existing parking lot within the property boundary will be converted to public park space to assist in meeting standards established by the City's General Plan; however, a portion of the existing parking lot will be converted to wetland buffer. ~~The wetland buffer ranges in width on the south side of existing USACE and City-defined wetlands due to existing development that would remain and the need to meet park standards for residential development established by the City's General Plan.~~

Wetland Buffer - Post Project Implementation

The wetland buffer post project implementation was delineated to properly analyze the functions and values of the buffer around the restored and enhanced City-defined wetlands (i.e., riparian communities) proposed by the project (Figure 4.4-6). SDP #400602 requires that 2.76 acres of habitat restoration and enhancement occur within the southeastern portion of the Project boundary (Figure ~~4.4-5~~ 4.4-6); however, ~~the stipulated judgement was never implemented. Implementation of the stipulated judgment would have resulted in~~ SDP #400602 has not been implemented. SDP #400602 required a wider band of City-defined wetlands beyond the limits of what is described above, and a narrower wetland buffer between the restored/enhanced habitats and the Union Tribune parking lot to the south. The project proposes to implement the outstanding requirements of SDP#400602 by restoring and enhancing southern cottonwood-willow riparian forest within the required SDP Restoration/Enhancement Area identified by RECON (2012) (Figure ~~4.4-5~~ 4.4-6).

As described in Section 1.2.3 of the BTR, a modification to the required SDP Restoration/Enhancement Area is proposed. Specifically, a portion of the area identified by SDP #400602 for southern cottonwood-willow riparian forest enhancement (i.e., the southernmost portion of Area C depicted in Appendix E [Figure 4] that borders the Union Tribune property) would be restored to ~~coast live~~-oak riparian woodland under the ~~Proposed P~~project's plan (Figure ~~4.4-5~~ 4.4-6).

The primary reason for this change is that the required SDP Restoration/Enhancement Area directly abuts the parking lot owned by the Union Tribune ~~parking lot~~ to the south. The presence of the parking lot precludes the creation of an appropriate wetland buffer from the edge of the southern cottonwood-willow riparian forest proposed under SDP #400602. As stated above, the City's Biology Guidelines require that a "wetland buffer shall be maintained around all wetlands as appropriate to protect the functions and values of the wetland." To ensure compliance with the City's Biology Guidelines and to ensure the functions and values of the restored/enhanced southern cottonwood-willow riparian forest are protected from indirect impacts associated with

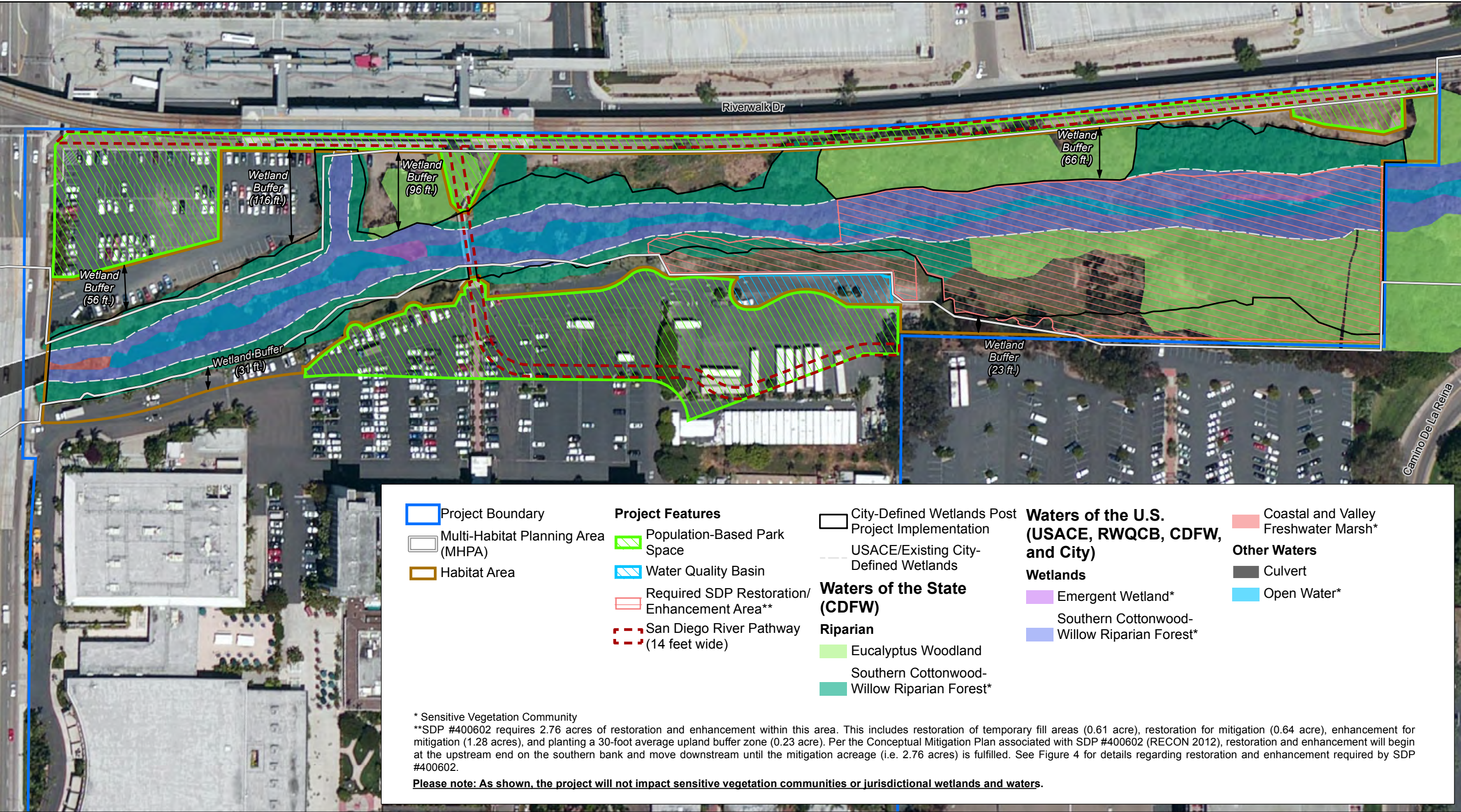


Figure 4.4-4
Project Impacts – Jurisdictional Waters and Wetlands



Source: ESRI 2015; Microsoft 2014; RECON 2012

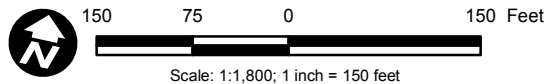


Figure 4.4-5
Restoration and Enhancement Plan for Proposed Project

the parking lot (e.g., drainage and toxics from impervious surface runoff, light from vehicle headlights, etc.), a wetland buffer comprised of upland habitat must be installed between the SDP-mandated southern cottonwood-willow riparian forest and proposed or existing development. ~~Because the Union Tribune property does not belong to the applicant, the parking lot cannot be converted to upland habitat and is the limiting factor in how wide the upland buffer can extend. The coast live oak~~ The oak riparian woodland will serve as the widest possible wetland buffer while still satisfying the requirements of the stipulated judgement.

Following complete implementation of the project the wetland buffer would support approximately 2.51 acres of restored native upland habitat (i.e., coastal sage scrub and ~~coast live oak~~ oak riparian woodland). This includes the 0.23 acre coastal sage scrub buffer strip required by SDP #400602.

The wetland buffer after project implementation would include coastal sage scrub averaging approximately ~~24~~67 feet in width (range of approximately 5 to ~~34~~116 feet) and ~~coast live oak~~ oak riparian woodland averaging approximately 38 feet in width (range of approximately 23 to 96 feet) (see Figure ~~4.4-5~~ 4.4-6).

~~A complete analysis of wetland buffers and the project's impact on functions and values of existing wetlands~~ Using the criteria listed in Section 320.4(b)(2) of the USACE General Regulatory Policies, an analysis of the post project wetland buffer's protection of functions and values of existing and proposed wetlands is provided in the ~~project's BTR (Appendix E of this EIR)~~ and summarized below. Overall, the project will improve functions and values of wetland habitat, including the wetland habitats restored per SDP ~~No. #400602~~ , through restoration and enhancement of wetland habitats and installation of a functional wetland buffer (described below). ~~The following analysis of direct and indirect impacts to wetlands accounts for the proposed wetland buffer.~~

Direct Impacts

~~Waters and wetlands under the purview of USACE, RWQCB, CDFW, and City of San Diego were delineated within the BSA (see Section 4.4.1.3). The project is designed to avoid direct impacts to jurisdictional waters and wetlands to the maximum extent feasible through incorporation of a wetland buffer (described above) and siting new features outside the MHPA boundary. However, direct impacts to jurisdictional waters and wetlands would result during improvements to the existing pedestrian bridge, grading to create a new drainage channel between a new outfall structure and the San Diego River channel, and habitat restoration and enhancement efforts. The description of impacts to jurisdictional waters and wetlands is subdivided below by development impacts and habitat restoration and enhancement impacts.~~

Development impacts to jurisdictional waters and wetlands require mitigation, whereas impacts associated with habitat restoration and enhancement do not require mitigation.

Development Impacts

Direct impacts to jurisdictional waters include approximately 0.07 acre of impacts to waters of the U.S. (USACE, RWQCB, CDFW, and City of San Diego) and 0.06 acre of impacts to waters of the state (CDFW only). Direct impacts include temporary removal of habitat resulting from improvements to the existing pedestrian bridge (Figure 4.4-4; Table 4.4-4). Impacts resulting from bridge improvements would be temporary in nature as new footings/abutments would not be constructed within jurisdictional waters and wetlands. Temporarily impacted areas will be restored to preconstruction conditions. In addition, less than 0.01 acre of waters of the U.S. (USACE, RWQCB, CDFW, and City of San Diego) and approximately 0.01 acre of waters of the state (CDFW only) would be permanently removed via grading to create a drainage channel between the new outfall structure (located in the storm water management area) and the existing River channel (Figure 4.4-4; Table 4.4-4). Construction of the storm water management area (including water quality basin and outfall structure) and public park space (including the San Diego River Pathway) would not directly impact jurisdictional waters and wetlands. Where the San Diego River Pathway crosses the River, the existing trail and bridge alignment will be utilized.

**Table 4.4-4
Direct Impacts to Jurisdictional Waters and Wetlands**

Type of Jurisdictional Waters	Type of Habitat (Holland 1986; Oberbauer et al. 2008)	Bridge Improvements—Direct Impacts	Outfall/Drainage Channel—Direct Impacts	Total Direct Impacts ^a
<i>Waters of the U.S. (USACE, RWQCB, CDFW, and City of San Diego)</i>				
Wetland	Southern Cottonwood-Willow Riparian Forest	0.05	<0.01	0.05
Other Waters	Open Water	0.02	<0.01	0.02
<i>Subtotal</i>		<i>0.07</i>	<i><0.01</i>	<i>0.07</i>
<i>Waters of the State (CDFW only)</i>				
Riparian Canopy	Southern Cottonwood-Willow Riparian Forest	0.04	0.01	0.05
Riparian Canopy	Eucalyptus Woodland	0.02	-	0.02
<i>Subtotal</i>		<i>0.06</i>	<i>0.01</i>	<i>0.07</i>

^a Total excludes direct impacts resulting from restoration and enhancement efforts as these impacts do not require mitigation.

Habitat Restoration and Enhancement Impacts

A total of 7.41 acres of existing jurisdictional waters and wetlands would be subject to impacts during habitat restoration and enhancement efforts. Restoration and enhancement efforts would include nonnative species removal using mechanical and chemical methods. Restoration and

~~enhancement areas will be monitored and maintained for at least 5 years. The Applicant will be responsible for preparing, implementing and maintaining a Habitat Management Plan (HMP) beyond the 5 year monitoring requirement of SDP No. 400602 through ongoing coordination with the City. The HMP shall identify the responsible entity and funding source for HMP implementation in perpetuity. The HMP shall be submitted to and approved by City and wildlife agencies prior to the issuance of any construction permit.~~

Indirect Impacts

~~Indirect impacts described for vegetation communities (Section 4.4.4) would have the same type of impacts on jurisdictional waters and wetlands. Potential indirect impacts from nonnative species introduction, dust, sedimentation, erosion, and human presence have the potential to degrade the quality of the San Diego River corridor.~~

- ~~• Changes in Hydrology: Sedimentation and erosion can change the structure of the existing River channel and degrade the quality of adjacent jurisdictional waters and wetlands. Grading activities associated with construction of the project have the potential to create sedimentation and erosion within the riparian corridor. In addition, storm water contaminant runoff during construction could potentially carry a variety of pollutants into wetland areas within the San Diego River. However, the project would be required to comply with applicable regulations to minimize sedimentation, erosion, and pollutants in runoff; therefore, impacts to hydrology and water quality are not expected to occur.~~
- ~~• Fugitive Dust: Fugitive dust can adversely impact plants by coating the surfaces of the leaves and reducing the rates of metabolic processes, such as photosynthesis and respiration. Suboptimal conditions that stress the processes necessary for normal plant growth can degrade the overall quality of wetlands. Fugitive dust may result during construction of the project during demolition and grading activities.~~
- ~~• Human Presence: Human presence can result in vandalism, litter, and unauthorized trespass into wetland areas. The BSA is already subject to significant human presence. Specifically, formal and informal parking areas and the proximity of the project site to Fashion Valley Mall and public transit results in a relatively high level of human activity in and around existing habitats. However, the project has the potential to increase human presence in the vicinity of wetlands with construction of new park space adjacent to the River corridor. In addition, the project is designed to reorient development toward the River corridor, thus potentially increasing the amount of human activity that occurs adjacent to wetlands.~~

- i. Wetlands which serve significant natural biological functions, including food chain production, general habitat and nesting, spawning, rearing and resting sites for aquatic or land species.

Suitable habitat for the aforementioned wildlife species will be expanded through the creation, restoration and enhancement of both riparian and upland vegetation communities. The wetland buffer is established around the proposed wetland restoration and enhancement areas (as defined by the City) to protect habitat function for aquatic and terrestrial species. With the exception of the existing pedestrian bridge and picnic area, the proposed and existing wetlands would function as habitat for aquatic and terrestrial species. The wetland buffer includes the creation and restoration of native upland transition habitat surrounding existing and restored wetlands. Following complete implementation of the project, native habitat surrounding the anticipated canopy of restored riparian forest habitat will consist of coastal sage scrub and oak riparian woodland. Areas restored to coastal sage scrub will average approximately 67 feet in width (range of approximately 5 to 116 feet); areas restored to oak riparian woodland will average approximately 61 feet in width (range of approximately 23 to 96 feet) (see Figure 4.4-6). Creation and restoration of these surrounding native habitats will increase the habitat function and value of the existing wetlands on-site.

- ii. Wetlands set aside for study of the aquatic environment or as sanctuaries or refuges.

Existing and proposed wetlands (as defined by the USACE and City) on-site are located entirely within the boundaries of the MHPA, which can be considered a sanctuary and refuge for biological resources.

Existing wetland vegetation communities within the MHPA (and wetland buffer) will be enhanced as part of the project (see criterion *i* above). Enhancement of existing wetland vegetation communities on-site will increase the function of the MHPA to serve as a sanctuary and refuge for biological resources by replacing nonnative plant species with native species. Furthermore, the aforementioned portions of the wetland buffer that fall outside of the MHPA will also be enhanced by converting eucalyptus woodland and disturbed habitat to oak riparian woodland and coastal sage scrub (see Figures 4.4-1 and 4.4-6). Existing southern cottonwood-willow riparian forest (outside of the MHPA) will also be enhanced by replacing nonnative plant species with native species (see Figures 4.4-1 and 4.4-6). Improving the habitat quality of the portions of the wetland buffer outside of the MHPA will subsequently also improve the function of the MHPA as a sanctuary and refuge by providing an additional (and natural) cushion between the MHPA and adjacent developments.

The project will convert 3.31 acres of existing development (i.e., parking lot) adjacent to existing wetland habitat to a combination of habitat and park space for passive recreation. Park use will result in edge effects on wetland habitat including human presence, noise, and lighting; however, edge effects associated with park use are generally expected to be less intense than existing edge effects from adjacent parking areas.

With regard to human presence as it exists today near the MHPA, versus what is projected post project completion, a reduction in human presence edge effects would be achieved through proper design of the park space. The main design features to limit human presence in the MHPA would be the use of split-rail fencing and signage to further discourage trespass into sensitive habitats. Current conditions in the BSA do not include barriers to the MHPA; therefore, the edge effects from human presence will be less intense after project completion.

Additionally, Section 6.1.3 of the BTR and 4.1.6.1 of the DEIR explains how the project would reduce the overall amount of light that is currently spilling into the MHPA through the design of the project (i.e., lighting within 100 feet of the MHPA will be shielded and directed away from the MHPA; the conversion of parking lot to habitat and park space will reduce the amount of light entering the MHPA compared to existing conditions; and landscaping within the parking lot and park space will be strategically planned to help shield light from vehicles).

Lastly, as stated in Section 6.1.4, noise resulting from on-site human activity (e.g., trail and park use) is not expected to increase ambient noise levels within sensitive habitats. Thus, permanent, noise attenuating berms or walls are not required.

- iii. Wetlands the destruction or alteration of which would affect detrimentally natural drainage characteristics, sedimentation patterns, salinity distribution, flushing characteristics, current patterns, or other environmental characteristics.

Existing wetland vegetation communities on-site will be enhanced as part of the project. Enhancement of existing wetland vegetation communities on-site will improve existing wetland characteristics by replacing nonnative plant species with native species. Nonnative plant species typically have few natural predators or other ecological controls on their population sizes and can aggressively outcompete native species for space, light, and other resources. High rates of nonnative recruitment and propagation can quickly convert a native system to a condition that is inadequate to sustain both common and special-status plant and wildlife species. Removal of nonnative species through habitat enhancement will thereby improve the condition of the wetland communities. The upland wetland buffer around the enhanced wetlands along with LID features outside of the wetland buffer to address hydromodification management and water

quality (i.e., biofiltration basin and biofiltration planters) will be constructed to further increase quality of existing wetland characteristics.

- iv. Wetlands which are significant in shielding other areas from wave action, erosion, or storm damage. Such wetlands are often associated with barrier beaches, islands, reefs and bars.

The existing and proposed wetlands do not provide shielding from wave action or erosive waves. Therefore, this criterion is not applicable to the wetlands on-site.

- v. Wetlands which serve as valuable storage areas for storm and flood waters.

The existing wetlands on-site provide minimal storm and flood water storage given their narrow width; however, through Project implementation the expansion of wetlands would increase the storage of storm and flood waters. The wetland buffer is established around existing and proposed wetlands (as defined by the USACE and City) to ensure no net loss of storm and flood water storage function.

In addition, the project will result in the conversion of approximately 3.31 acres of impervious surface (i.e., paved parking lot) to pervious area (i.e., additional habitat and park space). This conversion, along with incorporation of LID features (i.e., biofiltration basin and biofiltration planters) outside the wetland buffer, will result in a minor increase in the storage of storm and flood waters.

- vi. Wetlands which are ground water discharge areas that maintain minimum baseflows important to aquatic resources and those which are prime natural recharge areas.

The existing wetlands on-site likely do not significantly contribute to groundwater recharge given the narrowness of existing pervious area; however, through project implementation the expansion of wetlands would increase the groundwater recharge function. The wetland buffer is established around existing and proposed wetlands (as defined by the USACE and City) and extends to at least the limit of existing non-developed land cover to ensure no net loss of groundwater recharge function.

As noted above under criterion v, the project will result in the conversion of impervious surface (i.e., paved parking lot) to pervious area (i.e., additional habitat and park space). Increased permeability beyond the wetland buffer is expected to result in a minor increase in ground water recharge, but is not expected to measurably change baseflows.

vii. Wetlands which serve significant water purification functions.

The existing wetlands on-site provide water filtration prior to discharging into the ocean, the extent of which is currently limited by the narrowness of these wetlands. Through implementation of the Project, purification functions will be increased through expansion of the wetland areas. The wetland buffer is established around existing and proposed wetlands (as defined by the USACE and City) and extends to at least the limit of existing non-developed land cover to ensure no net loss of water filtration function. The wetland buffer will also provide filtration and purification functions for the wetlands they protect. Runoff from surrounding developments will filter through the soils and root systems of the upland habitats, thereby reducing the amount of toxin and sediment deposit into the wetland areas.

The project is expected to increase water filtration with conversion of approximately 3.31 acres of impervious area to pervious habitat and park space and construction of LID features (i.e., biofiltration quality basin and biofiltration planters) outside the wetland buffer.

viii. Wetlands which are unique in nature or scarce in quantity to the region or local area.

The existing and proposed wetlands on-site are unique in the local area/region in that they provide a valuable corridor of undeveloped land through a heavily urbanized area. The wetland buffer is established around existing and proposed wetlands (as defined by the USACE and City) to ensure no net loss of wetlands on-site.

4.4.5.3 Significance of Impact

No direct impacts to jurisdictional waters and wetlands resulting from the project would occur. Indirect impacts to jurisdictional areas would be avoided through project design and compliance with MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1.

~~Direct impacts to jurisdictional waters and wetlands resulting from construction activities are considered significant. Direct impacts to jurisdictional waters and wetlands resulting from habitat restoration and enhancement activities are not considered significant and do not require mitigation. Indirect impacts to jurisdictional waters and wetlands associated with nonnative species, changes in hydrology, and human presence are a part of the existing conditions within the BSA. Nonetheless, indirect impacts to jurisdictional waters and wetlands are considered significant given that these impacts could be exacerbated with implementation of the project.~~

4.4.5.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

~~The Applicant will be required to notify USACE, RWQCB, and CDFW prior to impacting jurisdictional waters and wetlands and obtain permits and finalize mitigation requirements. Implementation of BIO-11 would mitigate direct impacts to jurisdictional waters and wetlands by permitting impacts and restoring wetlands on-site. Additional measures to avoid and minimize direct impacts to wetlands include BIO-2 through BIO-4, BIO-11 and BIO-13. The project is generally designed to reduce the intensity and extent of indirect impacts in the BSA. Implementation of BIO-2, BIO-6, and BIO-8 through BIO-10 would avoid and minimize indirect impacts to jurisdictional waters and wetlands and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, barriers, invasives, and grading/land development.~~

~~BIO-11—Prior to the commencement of any construction related activities on-site impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the City DSD MMC staff prior to any construction activity:~~

- ~~• Compliance with United States Army Corps of Engineers (ACOE) Section 404 nationwide permit;~~
- ~~• Compliance with the Regional Water Quality Control Board Section 401 Water Quality Certification; and~~
- ~~• Compliance with the CDFG Section 1601/1603 Streambed Alteration Agreement.~~

~~Evidence shall include either copies of permits issued, letter of resolutions issued by the responsible agency documenting compliance, or other evidence documenting compliance and deemed acceptable by City staff.~~

~~4.4.5.5 Impacts After Mitigation~~

~~Significant direct impacts to jurisdictional waters and wetlands are mitigated to a level below significance with implementation of BIO-2 through BIO-4, and BIO-11 through BIO-13. Indirect impacts to jurisdictional waters and wetlands are mitigated to a level below significance with implementation of BIO-2, BIO-6, and BIO-8 through BIO-10. In addition, the project is expected to result in long term benefits to jurisdictional waters and wetlands given that condition of existing wetlands would be improved.~~

4.4.6 Impact Analysis

Issue 4: Would the project 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?

4.4.6.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to biological resources may be significant if the project would:

- *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, including linkages identified in the City of San Diego MSCP, or impede the use of native wildlife nursery sites.*

Wildlife corridors may be directly or indirectly impacted. Direct impacts to wildlife corridors [could](#) include permanent or temporary removal of vegetation or development of barriers to movement. Indirect impacts to wildlife corridors [could](#) include edge effects such as noise and lighting. The City's Significance Determination Thresholds do not provide specific thresholds for impacts to corridors; therefore, direct and indirect impacts should be considered significant on a case-by-case basis taking into consideration all pertinent information regarding the species' movement ecology.

4.4.6.2 Impact Analysis

Direct Impacts

The San Diego River corridor bisecting the northern portion of the BSA represents a movement corridor that is likely used by a variety of wildlife species (see Section 4.4.1.3). The project will not impact wildlife movement through the San Diego River corridor, rather is designed to protect and restore the River corridor and is expected to benefit wildlife movement through the BSA. No new structures or landscape features that would permanently or temporarily impede wildlife movement through the BSA will be constructed within the River corridor.

Indirect Impacts

[No indirect impacts to wildlife movement are anticipated as a result of project implementation.](#) In addition, 3.~~22~~[31](#) acres of existing parking lot adjacent to the River will be converted to park

space. This park space, while it would not function directly as wildlife habitat, ~~would benefit wildlife movement by providing transitional area between development and native habitats that will limit edge effects on movement through the BSA~~ is not expected to interfere with wildlife movement as it provides a physical barrier between development and native habitats that will serve as additional buffer to limit edge effects on wildlife movement through the existing corridor (i.e., the San Diego River). Conversion of existing parking lot into passive park space will result in a reduction of light and noise edge effects (see Section 4.1.6.1). The increased distance between human activities at the hotel and the River corridor also would attenuate include noise and visual disturbance. Potential indirect impacts would be avoided through compliance with MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1; compliance with standard City of San Diego environmental permit requirements; and enhancement of the wetland buffer.

~~The project would have indirect impacts on wildlife corridors similar to those described for special status species (Section 4.4.3) and vegetation communities (Section 4.4.4). These potential indirect impacts include nonnative species introduction, dust, sedimentation, erosion, and human presence, which could potentially degrade the quality of the San Diego River corridor for wildlife species using the corridor. Additionally, noise and lighting from construction and operation may deter or otherwise alter behavior of species using the corridor.~~

4.4.6.3 Significance of Impact

~~Indirect impacts to the San Diego River corridor associated with nonnative species, changes in hydrology, human presence, noise, and lighting are a part of the existing conditions within the BSA. Nonetheless, indirect impacts to wildlife corridors are considered significant given that these impacts could be exacerbated with implementation of the project.~~ Direct impacts to wildlife movement would not occur as a result of the project. Indirect impacts to the San Diego River corridor also would be avoided through project design and compliance with MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1

4.4.6.4 Mitigation, Monitoring, and Reporting

No mitigation is required. ~~The project is generally designed to reduce the intensity and extent of indirect impacts in the BSA. Implementation of BIO-2 and BIO-5 through BIO-10 would avoid and minimize indirect impacts to wildlife corridors and movement and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, barriers, invasives, and grading/land development.~~

~~4.4.6.5 Impacts After Mitigation~~

~~Indirect impacts to wildlife corridors are mitigated to a level below significance with implementation of BIO 2 and BIO 5 through BIO 10. In addition, the project is expected to result in long term benefits to wildlife movement given that conditions of existing habitat would be improved.~~

4.4.7 Impact Analysis

Issue 5: Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), NCCP, other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region?

Issue 6: Would the project introduce a land use within an area adjacent to an MHPA that would result in adverse edge effects?

4.4.7.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to biological resources may be significant if the project would:

- *Conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan, either within the MSCP plan area or in the surrounding region; or*
- *Introduce land use within an area adjacent to the MHPA that would result in adverse edge effects.*

4.4.7.2 Impact Analysis

The City's Significance Determination Thresholds do not provide specific thresholds for conflicts with adopted conservation plan; therefore, conflicts with adopted conservation plans should be considered significant on a case-by-case basis. Determining the level of consistency with adopted conservation plans provides a means for evaluating significance of impacts under Issue 5. Issue 6 is related to Issue 5 since the MHPA is designated by the MSCP, an adopted conservation plan within the City's jurisdiction. Per the City's Significance Determination Thresholds, any encroachment into the MHPA should be a significant direct impact. In addition, introducing land use within an area adjacent to the MHPA that would result in adverse edge effects should also be a significant indirect impact.

The project is located within the City's MSCP Subarea, and a portion of the MHPA bisects the northern portion of the BSA. Therefore, the project must comply with MSCP Subarea Plan directives, including MHPA Land Use Adjacency Guidelines. A summary of the project's compliance with the City's MSCP Subarea Plan is provided in Section 4.1.6. Refer to Section 6.0 of the project's BTR (Appendix E of this EIR) for a more detailed MSCP consistency analysis.

Conditions of Coverage

Appendix A of the City of San Diego MSCP Subarea Plan (1997) includes conditions of coverage for species covered by the plan, including Area Specific Management Directives (ASMDs). Five species covered by the City of San Diego MSCP Subarea Plan have moderate to high potential to occur within the BSA: southwestern pond turtle, southwestern willow flycatcher, least Bell's vireo, Cooper's hawk, and western bluebird. Conditions of coverage are provided in Appendix A of the Subarea Plan for the least Bell's vireo, southwestern willow flycatcher, Cooper's hawk, and southwestern pond turtle. The project's conformance with conditions of coverage for these species is summarized in Table ~~4.4-5~~ 4.4-4.

Table ~~4.4-5~~ 4.4-4
Project Conformance with Conditions of Coverage

Covered Species	Conditions	Project Conformance
Least Bell's Vireo	<p>Jurisdictions will require surveys (using appropriate protocols) during the CEQA review process in suitable habitat proposed to be impacted and incorporate mitigation measures consistent with the 404(b)1 guidelines into the project. Participating jurisdictions' guidelines and ordinances, and state and federal wetland regulations will provide additional habitat protection resulting in no net loss of wetlands.</p> <p>Jurisdictions must require new developments adjacent to preserve areas that create conditions attractive to brown-headed cowbirds to monitor and control cowbirds.</p> <p>Area Specific Management Directives (ASMDs) must include measures to provide appropriate successional habitat, upland buffers for all known populations, cowbird control, and specific measures to protect against detrimental edge effects to this species. Any clearing of occupied habitat must occur between September 15 and March 15 (i.e., outside of the nesting season).</p>	<p>The BSA has been extensively studied in recent years for presence of least Bell's vireo and, while the species has not been observed during recent studies, it is assumed the species currently occupies the project site and will do so in the future for nesting purposes (see Section 4.4.1.3). Protocol presence/absence surveys for least Bell's vireo are planned to occur in spring <u>occurred during the 2016 breeding season.</u></p> <p>The project will restore, enhance, and protect all existing riparian habitat on-site in a manner that increases suitability for nesting least Bell's vireo. In addition, the project will result in the creation of new native upland transition habitat adjacent to existing wetland habitat. The proposed wetland buffer would extend the amount of native upland habitat surrounding existing least Bell's vireo habitat by a minimum of 14 feet (maximum of 139 feet; mean of approximately 56 feet) on the south side of the River.^a Area beyond existing wetland habitat would be restored to coastal sage scrub and coast live-oak <u>riparian</u> woodland habitat. Studies have shown that coast live-oak <u>riparian</u> woodland and coastal sage scrub communities along a riparian</p>

Covered Species	Conditions	Project Conformance
		<p>corridor can provide and enhance foraging opportunities for the species by attracting a diverse and abundant collection of insects to the outer fringe of the riparian corridor (Chambers Group, Inc. 2011; PRBO 2006). The project is designed in a manner to minimize detrimental edge effects through conformance with the Land Use Adjacency Guidelines.</p> <p>Brown-headed cowbirds have been observed on-site. Presence of this species is likely the result of existing development, including a nearby golf course. The project would not introduce any new uses that would result in significant increases to the existing brown-headed cowbird population (e.g., horse stables, golf courses). Therefore, cowbird monitoring and control are not required by the project.</p> <p>Given that nesting least Bell's vireo may be present, the project would not clear any occupied habitat during the vireo nesting season (i.e., March 15–September 15).</p>
Southwestern Willow Flycatcher	<p>Jurisdictions will require surveys (using appropriate protocols) during the CEQA review process in suitable habitat proposed to be impacted and incorporate mitigation measures consistent with the 404(b)1 guidelines into the project. Participating jurisdictions' guidelines and ordinances, and state and federal wetland regulations will provide additional habitat protection resulting in no net loss of wetlands. Jurisdictions must require new developments adjacent to preserve areas that create conditions attractive to brown-headed cowbirds to monitor and control cowbirds. ASMDs must include measures to provide appropriate successional habitat, upland buffers for all known populations, cowbird control, and specific measures to protect against detrimental edge effects to this species. Any clearing of occupied habitat must occur between September 15 and March 15 (i.e., outside of the nesting season).</p>	<p>The southwestern willow flycatcher is not expected to breed on-site given existing habitat conditions, although it may occur temporarily as a migrant (see Section 4.4.1.3). Given that nesting is not expected on-site, protocol presence/absence surveys for southwestern willow flycatcher are not warranted and nesting individuals would not be impacted.</p> <p>The project would improve habitat on-site for transient southwestern willow flycatcher. The project would restore, enhance, and protect all existing riparian habitat on-site in a manner that increases suitability for the species. In addition, the project would result in the creation of new native upland transition habitat adjacent to existing wetland habitat. The proposed wetland buffer would extend the amount of native upland habitat surrounding existing southwestern willow flycatcher habitat by a minimum of 14 feet (maximum of 139 feet; mean of approximately 56 feet) on the south side of the River.^a Area beyond existing wetland habitat will be restored to coastal sage scrub and coast live-oak <u>riparian</u> woodland habitat. Studies have shown that coast live-oak <u>riparian</u> woodland and coastal sage scrub communities along a riparian corridor can provide and enhance foraging opportunities for the species by attracting a diverse and abundant collection of insects to the outer fringe of the riparian corridor (Chambers</p>

Covered Species	Conditions	Project Conformance
		<p>Group, Inc. 2011; PRBO 2006). The project is designed in a manner to minimize detrimental edge effects through conformance with the Land Use Adjacency Guidelines.</p> <p>Brown-headed cowbirds have been observed on-site. Presence of this species is likely the result of existing development, including a nearby golf course. The project would not introduce any new uses that would result in significant increases to the existing brown-headed cowbird population (e.g., horse stables, golf courses). Therefore, cowbird monitoring and control are not required by the project.</p>
Cooper's Hawk	In the design of future projects within the Metro-Lakeside-Jamul segment, design of preserve areas shall conserve patches of oak woodland and oak riparian forest of adequate size for nesting and foraging habitat. ASMDs must include 300-foot impact avoidance areas around the active nests, and minimization of disturbance in oak woodlands and oak riparian forests.	The project is not located within the Metro-Lakeside-Jamul segment. Therefore, this ASMD is not applicable to the project. Nevertheless, the project minimizes impacts to riparian forest habitat, and impacts to active Cooper's hawk nests would be avoided during construction. Specifically, preconstruction nesting surveys would be conducted for activities proposed during the typical avian breeding season (see BIO-9). If an active Cooper's hawk nest is found, a biologist would coordinate with the wildlife agencies to determine appropriate avoidance measures, which would include a 300-foot impact avoidance area.
Southwestern Pond Turtle	Maintain and manage a 1,500-foot area around known locations within preserve lands for the species. Within this impact avoidance area, human impacts will be minimized, nonnative species detrimental to pond turtles controlled/removed and habitat restoration/enhancement measures implemented.	The southwestern pond turtle is not currently known to occur within the project site. Habitat within the MHPA would be restored and enhanced and human impacts within the MHPA will be minimized.

^a Extension of native upland habitat on the north side of the San Diego River is constrained by Riverwalk Drive and the need to provide the 14-foot-wide San Diego River Pathway abutting the northerly property boundary. The proposed wetland buffer will extend the amount of native upland habitat surrounding the canopy of existing riparian forest habitat on the north side of the River by an average of approximately 31 feet (range of 0 to 84 feet).

4.4.7.3 Significance of Impact

The project would not conflict with the provisions of an adopted HCP; NCCP; or other approved local, regional, or state habitat conservation plan (see Section 4.1.6). Therefore, there are no **significant** impacts for Issue 5.

The project would not encroach on the MHPA; thus, the project would not directly impact the MHPA. Edge effects ~~on the MHPA associated with drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land development are a part of the existing conditions~~

~~within the BSA. Nonetheless, these indirect impacts on the MHPA are considered significant given that these impacts could~~ would ~~be exacerbated with implementation of the~~ avoided through project design and compliance with MHPA Land Use Adjacency Guidelines as described in Land Use Section 4.1.6.1.

4.4.7.4 Mitigation, Monitoring, and Reporting

No mitigation is required.~~The project is generally designed to reduce the intensity and extent of indirect impacts in the BSA compared to existing conditions. Implementation of LU-1 (Section 4.1.6.3), BIO-2 and BIO-6 through BIO-10 would further avoid and minimize indirect impacts to the MHPA and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, noise, lighting, barriers, invasives, and grading/land development.~~

~~4.4.7.5 Impacts After Mitigation~~

~~Indirect impacts on the MHPA are mitigated to a level below significance with implementation of LU-1 (Section 4.1.6.3) BIO-2 and BIO-6 through BIO-10. In addition, the project would preserve biological resources within the MHPA by establishing an easement on the MHPA segment within the project site. See Section 4.1.6.4 for a discussion related to the Covenant of Easement to preserve MHPA lands.~~

4.4.8 Impact Analysis

Issue 7: Would the project conflict with any local policies or ordinances protecting biological resources?

4.4.8.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to biological resources may be significant if the project would:

- *Conflict with any local policies or ordinances protecting biological resources.*

4.4.8.2 Impact Analysis

The City's Significance Determination Thresholds do not provide specific thresholds for conflicts with local policies or ordinances; therefore, conflicts with local policies and ordinances should be considered significant on a case-by-case basis. Determining the level of consistency

with adopted policies and ordinances provides a means for evaluating significance of impacts under Issue 7.

The project would not impact ESLs. ~~The project is subject to the City's ESL regulations. To avoid a conflict with ESL regulations, the project requires deviation from ESL wetland regulations given that impacts to wetlands are expected to occur. The City's Biology Guidelines (City of San Diego 2012) outline the deviation request process. The project meets the requirements for a deviation under the Biologically Superior Option. Specifically, the wetlands that will be impacted by the project are currently of low biological quality.~~

~~Currently, wetlands in the project area are considered to be low quality as the area is highly constrained by urban development (e.g., parking lots, commercial development, and transportation corridors), subject to relatively intense edge effects, and degraded by nonnative species. Native species diversity and abundance documented during field surveys was relatively low for a riparian system (approximately 72 percent of plant species recorded on site are nonnative), and all wetlands on site (including those that will be impacted) have substantial restoration and enhancement potential. The project will result in wetland conditions that are biologically superior to what currently exists on site. The project will restore and enhance wetlands to offset project impacts in accordance with Biology Guidelines to ensure no net loss of wetlands is achieved (City of San Diego 2012) (see BIO-1), as well as additional riparian and upland habitat restoration and enhancement beyond the mitigation requirements.~~

~~To ensure that the project represents the most Biologically Superior Option, the project has been reconfigured several times to ensure that the final design is the least impactful on the environment. The results of these reconfigurations are as follows:~~

~~Currently, there are 601 parking spaces along the north and south sides of the San Diego River. The project would remove 416 of those parking spaces along the River corridor and replace them with open park space and native habitat (e.g., coastal sage scrub), leaving only 185 parking spaces along the River corridor. The removed parking spaces would be replaced away from the River corridor in a new parking garage located adjacent to the Grand Exhibit Hall, thereby reducing the amount of impact on the River corridor from parking lot use (e.g., light from vehicle headlights, noise, pollutant runoff, etc.).~~

~~The project would result in 0.12 acre of impacts to wetlands that would be considered of relatively low quality due to the dominance (approximately 72 percent site wide) of nonnative species and the intensity of edge effects resulting from a narrow riparian corridor surrounded by development (e.g., human presence and storm water runoff containing pollutants and nonnative~~

~~seed banks). The project would result in restoration of 1.74 acres of coast live oak woodland, 0.77 acre of coastal sage scrub, and 1.46 acres of southern cottonwood willow riparian forest, as well as enhancement of 3.53 acres of southern cottonwood willow riparian forest (Figure 4.4-5). A wetland avoidance alternative would be equivalent to the No Project Alternative, as defined by CEQA, and would leave the 0.12 acre of disturbed wetland in its existing condition. Additionally, existing parking lots bordering wetlands to the north and south would remain under the wetland avoidance alternative. If the project were not implemented, only the outstanding habitat restoration and enhancement requirements of SDP No. 400602 would be completed to abate the previous code violation (i.e., restoring 1.25 acres of southern cottonwood willow riparian forest habitat, enhancing 1.28 acres of southern cottonwood willow riparian forest habitat, and planting a 0.23-acre coastal sage scrub buffer zone around the designated wetlands).~~

~~While the wetlands avoidance alternative would not result in impacts to wetlands and would result in the implementation of the SDP, no additional creation, restoration, and enhancement of wetlands habitat would be provided.~~

~~Compared to the No Project Alternative (wetland avoidance alternative; see Chapter 10.0), the project will result in a net benefit to all wetlands on-site. The wildlife agencies (i.e., USFWS and CDFW) have been consulted regarding design of the project as a Biologically Superior Option. Final concurrence by the City and wildlife agencies for the Biologically Superior Option is required prior to finalization of the EIR.~~

4.4.8.3 Significance of Impact

~~The project meets the criteria under the Biologically Superior Option for a deviation from wetlands regulations.~~ No direct impacts to ESL's would result from project implementation. Therefore, the project would not result in a conflict with any local policies or ordinances protecting biological resources.

4.4.8.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.4.9 Impact Analysis

Issue 8: Would the project introduce invasive species of plants into a natural open space area?

4.4.9.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to biological resources may be significant if the project would:

- *Introduce invasive species of plants into a natural open space area.*

4.4.9.2 Impact Analysis

The City's Significance Determination Thresholds do not provide specific thresholds for impacts associated with introduction of invasive plant species. For the purposes of this analysis, the introduction of any invasive plant species to natural open species is considered a significant impact. The introduction of invasive plant species is generally considered an indirect impact on sensitive biological resources.

Construction activities have the potential to introduce nonnative plants to adjacent habitat by carrying seeds from outside sources on vehicles, people, and equipment. Following construction activities, trail and park users may introduce nonnative plant species into the BSA. Nonnative plant species potentially introduced via human use of trails and park space could be treated before proliferation into sensitive areas through ongoing maintenance of the park space.

4.4.9.3 Significance of Impact

~~Nonnative plant species are a part of the existing conditions within the BSA. Nonetheless, No direct impacts from~~ introduction of nonnative ~~plant~~ species ~~resulting would result~~ from ~~project implementation of the project is considered significant.~~ Indirect impacts also would be avoided through project design and compliance with MHPA Land Use Adjacency Guidelines as described in Land Use Section 4.1.6.1.

4.4.9.4 Mitigation, Monitoring, and Reporting

No mitigation is required. ~~The project is generally designed to reduce the intensity and extent of indirect impacts associated with nonnative plant species. Implementation of BIO-6 would avoid and minimize potential introduction of nonnative plant species and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to invasives.~~

~~4.4.9.5 Impacts After Mitigation~~

~~Introduction of nonnative plant species is mitigated to a level below significance with implementation of BIO-6.~~

4.5 AIR QUALITY AND ODORS

This section includes a description of existing air quality conditions, a summary of applicable regulations, and an analysis of construction and operational air quality impacts of the project. The information presented in this section is based on the *Air Quality Technical Study for the Town & Country Hotel and Convention Center Transit Oriented Development Project* prepared by AECOM (May 2016) [and updated in May 2017](#) (Appendix F-1 of this EIR).

4.5.1 Existing Conditions

4.5.1.1 Climate, Topography, and Meteorology

Air quality is defined by the concentration of pollutants in relation to their impact on human health. Concentrations of air pollutants are determined by the rate and location of pollutant emissions released by pollution sources, and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, and sunlight. Therefore, ambient air quality conditions within the local air basin are influenced by such natural factors as topography, meteorology, and climate, in addition to the amount of air pollutant emissions released by existing air pollutant sources.

Climate, topography, and meteorology influence regional and local ambient air quality. Southern California is characterized as a semiarid climate, although it contains three distinct zones of rainfall that coincide with the coast, mountain, and desert. The project is located in the City of San Diego in the south coastal portion of San Diego County, and within the San Diego Air Basin (SDAB). The SDAB is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountain ranges to the east. The topography in the SDAB region varies greatly, from beaches on the west, to mountains and then desert to the east.

The climate of the SDAB is characterized by warm, dry summers and mild winters. One of the main determinants of its climatology is a semipermanent high-pressure area in the eastern Pacific Ocean. This high-pressure cell maintains clear skies for much of the year. When the Pacific High moves southward during the winter, this pattern changes, and low-pressure storms are brought into the region, causing widespread precipitation. During fall, the region often experiences dry, warm easterly winds, locally referred to as Santa Ana winds, which raise temperatures and lower humidity, often to less than 20 percent.

The local meteorology of the area is represented by measurements recorded at the Lindbergh International Airport station. The normal annual precipitation, which occurs primarily from October through April, is approximately 9 inches. Normal January temperatures range from an average minimum of 50 degrees Fahrenheit (°F) to an average maximum of 65°F, and August temperatures range from an average minimum of 67°F to an average maximum of 76°F (WRCC

2015). The predominant wind direction and speed, measured at the Lindbergh International Airport station, is from the west at approximately 6.0 miles per hour (mph) (WRCC 2015).

A dominant characteristic of spring and summer is night and early morning cloudiness, locally known as the marine layer. Low clouds form regularly, frequently extending inland over the coastal foothills and valleys. These clouds usually dissipate during the morning, and afternoons are generally clear.

A common atmospheric condition known as a temperature inversion affects air quality in the SDAB. During an inversion, air temperatures get warmer rather than cooler with increasing height. Inversion layers are important for local air quality, because they inhibit the dispersion of pollutants and result in a temporary degradation of air quality. The pollution potential of an area is largely dependent on a combination of winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low-level inversions produces the greatest concentration of air pollutants. On days without inversions, or on days of winds averaging over 15 mph, the atmospheric pollution potential is greatly reduced.

4.5.1.2 Criteria Pollutants

Individual air pollutants at certain concentrations may adversely affect human or animal health, reduce visibility, damage property, and reduce the productivity or vigor of crops and natural vegetation. Six air pollutants have been identified by EPA and ARB as being of concern both on a nationwide and statewide level: ozone; carbon monoxide (CO); nitrogen dioxide (NO₂); sulfur dioxide (SO₂); lead; and particulate matter (PM), which is subdivided into two classes based on particle size: PM equal to or less than 10 micrometers in diameter (PM₁₀) and PM equal to or less than 2.5 micrometers in diameter (PM_{2.5}). Because the air quality standards for these air pollutants are regulated using human health and environmentally based criteria, they are commonly referred to as “criteria air pollutants.”

Ozone

Ozone is the principal component of smog and is formed in the atmosphere through a series of reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_x) in the presence of sunlight. ROG and NO_x are called precursors of ozone. NO_x includes various combinations of nitrogen and oxygen, including nitric oxide (NO), NO₂, and others. Ozone is a principal cause of lung and eye irritation in the urban environment. Significant ozone concentrations are usually produced only in the summer, when atmospheric inversions are greatest and temperatures are high. ROG and NO_x emissions are both considered critical in ozone formation.

Carbon Monoxide

CO is a colorless and odorless gas that, in the urban environment, is associated primarily with the incomplete combustion of fossil fuels in motor vehicles. Relatively high concentrations are typically found near crowded intersections and along heavily used roadways carrying slow-moving traffic. Even under most severe meteorological and traffic conditions, high concentrations of CO are limited to locations within a relatively short distance (300 to 600 feet) of heavily traveled roadways. Vehicle traffic emissions can cause localized CO impacts, and severe vehicle congestion at major signalized intersections can generate elevated CO levels, called “hot spots,” which can be hazardous to human receptors adjacent to the intersections.

Nitrogen Dioxide

NO₂ is a product of combustion and is generated in vehicles and in stationary sources, such as power plants and boilers. It is also formed when ozone reacts with NO in the atmosphere. As noted above, NO₂ is part of the NO_x family and is a principal contributor to ozone and smog generation.

Sulfur Dioxide

SO₂ is a combustion product, with the primary source being power plants and heavy industries that use coal or oil as fuel. SO₂ is also a product of diesel engine combustion. SO₂ in the atmosphere contributes to the formation of acid rain.

Lead

Lead is a highly toxic metal that may cause a range of human health effects. Previously, the lead used in gasoline anti-knock additives represented a major source of lead emissions to the atmosphere. EPA began working to reduce lead emissions soon after its inception, issuing the first reduction standards in 1973. Lead emissions have significantly decreased due to the near elimination of leaded gasoline use.

Particulate Matter

PM is a complex mixture of extremely small particles and liquid droplets. PM is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Natural sources of PM include windblown dust and ocean spray. The size of PM is directly linked to the potential for causing health problems. EPA is concerned about particles that are 10 micrometers in diameter or smaller, because these particles generally

pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects. Health studies have shown a significant association between exposure to PM and premature death. Other important effects include aggravation of respiratory and cardiovascular disease, lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems, such as heart attacks and irregular heartbeat (EPA 2007). Individuals particularly sensitive to fine particle exposure include older adults, people with heart and lung disease, and children. As previously discussed, EPA groups PM into two categories, which are described below.

PM_{2.5}

Fine particles, such as those found in smoke and haze, are PM_{2.5}. Sources of fine particles include all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. PM_{2.5} is also formed through reactions of gases, such as SO₂ and NO_x, in the atmosphere. PM_{2.5} is the major cause of reduced visibility (haze) in California.

PM₁₀

PM₁₀ includes both fine and coarse dust particles; the fine particles are PM_{2.5}. Coarse particles, such as those found near roadways and dusty industries, are larger than 2.5 micrometers and smaller than 10 micrometers in diameter. Sources of coarse particles include crushing or grinding operations and dust from paved or unpaved roads. Control of PM₁₀ is primarily achieved through the control of dust at construction and industrial sites, the cleaning of paved roads, and the wetting or paving of frequently used unpaved roads.

4.5.1.3 Health Effects of Criteria Air Pollutants

Ozone

Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered the most susceptible sub-groups for ozone effects. Short-term exposure (lasting for a few hours) to ozone can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in communities with high ozone levels.

Particulate Matter (PM)

A consistent correlation between elevated PM₁₀ and PM_{2.5} levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long term exposure to air pollution dominated by fine particles and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in PM_{2.5} concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long-term exposure to PM. The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM₁₀ and PM_{2.5}.

Carbon Monoxide (CO)

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen supply to the heart. Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport. Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (oxygen deficiency) as seen at high altitudes.

Nitrogen Dioxide (NO₂)

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children, is associated with long-term exposure to NO₂ at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO₂ in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups.

Sulfur Dioxide (SO₂)

In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO₂. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO₂. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO₂ levels. In these studies, efforts to separate the effects of SO₂ from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

Lead

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure. Lead poisoning can cause anemia, lethargy, seizures, and death, although it appears that there are no direct effects of lead on the respiratory system.

4.5.1.4 Air Quality Standards

Health-based air quality standards have been established for these criteria pollutants by EPA at the national level and by ARB at the state level. These standards were established to protect the public with a margin of safety from adverse health impacts due to exposure to air pollution. California has also established standards for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. A brief description of each criteria air pollutant is provided below along with the most current monitoring station data and attainment designations for the project study areas. Table 4.5-1 presents the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS).

4.5.1.5 San Diego Air Basin Existing Air Quality

Ambient air pollutant concentrations in the SDAB are measured at air quality monitoring stations operated by ARB and the SDAPCD. The closest and most representative SDAPCD air quality monitoring station to the project site is the San Diego monitoring station, located at 1110A Beardsley Street, San Diego, California. Table 4.5-2 presents the most recent data over the past 3 years from the San Diego monitoring station as summaries of the exceedances of standards and the highest pollutant levels recorded for years 2013 through 2015. These concentrations represent the existing, or baseline conditions, for the project, the most recent information that is available.

Table 4.5-1
National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ^a	National Standards ^b	
		Concentration ^c	Primary ^{c,d}	Secondary ^{c,e}
Ozone	1 hour	0.09 ppm (180 µg/m ³)	—	Same as primary standard
	8 hours	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)	
Respirable particulate matter (PM ₁₀) ^f	24 hours	50 µg/m ³	150 µg/m ³	Same as primary standard
	Annual arithmetic mean	20 µg/m ³	—	
Fine particulate matter (PM _{2.5}) ^f	24 hours	—	35 µg/m ³	Same as primary standard
	Annual arithmetic mean	12 µg/m ³	12 µg/m ³	
Carbon monoxide (CO)	8 hours	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	None
	1 hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	
	8 hours (Lake Tahoe)	6 ppm (7 mg/m ³)	—	
Nitrogen dioxide (NO ₂) ^g	Annual arithmetic mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as primary standard
	1 hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)	None
Sulfur dioxide (SO ₂) ^h	Annual Arithmetic Mean	—	0.030 ppm (for certain areas) ^h	—
	24 hours	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas) ^h	—
	3 hours	—	—	0.5 ppm (1,300 µg/m ³)
	1 hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)	—
Lead ^{ij}	30-day average	1.5 µg/m ³	—	—
	Calendar quarter	—	1.5 µg/m ³ (for certain areas) ^j	Same as primary standard
	Rolling 3-month average	—	0.15 µg/m ³	
Visibility-reducing particles ^k	8 hours	See footnote j	No national standards	
Sulfates	24 hours	25 µg/m ³		
Hydrogen sulfide	1 hour	0.03 ppm (42 µg/m ³)		
Vinyl chloride ^l	24 hours	0.01 ppm (26 µg/m ³)		

Notes: mg/m³ = milligrams per cubic meter; ppb = parts per billion; ppm = parts per million; µg/m³ = micrograms per cubic meter

^a California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility-reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

^b National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than 1. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standards.

^c Concentration expressed first in the units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25 degrees Celsius and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and reference pressure of 760 torr; (ppm) in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

^d National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

^e National Secondary Standards: The levels of air quality necessary to protect public welfare from any known or anticipated adverse effects of a pollutant.

^f On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

^g To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. California standards are in units of ppm. To directly

compare the national 1-hour standard to the California standards the units can be converted from 100 ppb to 0.100 ppm.

^h On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. To directly compare the 1-hour national standard to the California standard, the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

ⁱ ARB has identified lead and vinyl chloride as toxic air contaminants with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.

^k In 1989, ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and the "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: ARB 2015

Table 4.5-2
Ambient Air Quality Summary – San Diego Monitoring Station

Pollutant Standards	2013	2014	2015
Carbon Monoxide (CO)			
National maximum 8-hour concentration (ppm)	*	*	*
State maximum 8-hour concentration (ppm)	**	*	*
State maximum 1-hour concentration (ppm)		*	*
<u>Number of Days Standard Exceeded</u>			
NAAQS 8-hour (>9.0 ppm)	0	0	0
CAAQS 8-hour (>9.0 ppm)	0	0	0
CAAQS 1-hour (>20.0 ppm)	0	0	0
Nitrogen Dioxide (NO₂)			
State maximum 1-hour concentration (ppb)	72	75	62
Annual Average (ppb)	14	13	14
<u>Number of Days Standard Exceeded</u>			
CAAQS 1-hour	0	0	0
Ozone			
State max 1-hour concentration (ppm)	0.063	0.093	0.089
National maximum 8-hour concentration (ppm)	0.053	0.072	0.067
<u>Number of Days Standard Exceeded</u>			
CAAQS 1-hour (>0.09 ppm)	0	0	0
CAAQS 8-hour (>0.070 ppm)/NAAQS 8-hour (>0.075 ppm)	0/0	2/0	0/0
Particulate Matter (PM₁₀)^a			
National maximum 24-hour concentration (µg/m ³)	90.0	40.0	43.0
State maximum 24-hour concentration (µg/m ³)	92.0	41.0	42.0
State annual average concentration (µg/m ³)	25.4	23.8	*
<u>Measured Number of Days Standard Exceeded</u>			
NAAQS 24-hour (>150 µg/m ³)	0	0	0
CAAQS 24-hour (>50 µg/m ³)	1	0	0
Particulate Matter (PM_{2.5})^a			
National maximum 24-hour concentration (µg/m ³)	37.4	36.7	33.4
State maximum 24-hour concentration (µg/m ³)	37.4	37.2	44.9
National annual average concentration (µg/m ³)	10.3	10.1	9.3
State annual average concentration (µg/m ³)	10.4	10.2	10.2
<u>Measured Number of Days Standard Exceeded</u>			
NAAQS 24-hour (>35 µg/m ³)	1	1	0

Notes: µg/m³ = micrograms per cubic meter; ppb = parts per billion; ppm = parts per million

*Insufficient data to determine the value.

Source: ARB 2016

As shown in Table 4.5-2, ambient air concentrations of CO and NO₂ at the San Diego monitoring station have not exceeded the NAAQS or CAAQS in the past 3 years. The 8-hour ozone concentration was exceeded in 2014. PM₁₀ concentrations exceeded the CAAQS in 2013, and PM_{2.5} concentrations exceeded the NAAQS in 2013 and 2014.

4.5.1.6 San Diego Air Basin Attainment Status

Both EPA and ARB use ambient air quality monitoring data to designate areas according to their attainment status for criteria air pollutants. The purpose of these designations is to identify the areas with air quality problems and initiate planning efforts for improvement. The three basic designation categories are nonattainment, attainment, and unclassified. An “attainment” designation for an area signifies that pollutant concentrations did not exceed the established standard. In most cases, areas designated or redesignated as attainment must develop and implement maintenance plans, which are designed to ensure continued compliance with the standard.

In contrast to attainment, a “nonattainment” designation indicates that a pollutant concentration has exceeded the established standard. Nonattainment may differ in severity. To identify the severity of the problem and the extent of planning and actions required to meet the standard, nonattainment areas are assigned a classification that is commensurate with the severity of their air quality problem (e.g., moderate, serious, severe, extreme).

Finally, an unclassified designation indicates that insufficient data exist to determine attainment or nonattainment. In addition, the California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

As shown in Table 4.5-3, the SDAB currently meets NAAQS for all criteria air pollutants except ozone, and meets the CAAQS for all criteria air pollutants except ozone, PM₁₀, and PM_{2.5}. The SDAB currently falls under a federal maintenance plan for 8-hour ozone. The SDAB is currently classified as a state nonattainment area for ozone, PM₁₀, and PM_{2.5}.

Table 4.5-3
San Diego Air Basin Attainment Designations

Pollutant	State	Federal
Ozone (1-hour)	Nonattainment	Attainment
Ozone (8-hour)	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Unclassified/Attainment	Unclassified/Attainment
Sulfur Dioxide	Unclassified/Attainment	Unclassified/Attainment
PM ₁₀	Nonattainment	Unclassified
PM _{2.5}	Nonattainment	Unclassified
Sulfates	Attainment	N/A
Hydrogen Sulfide	Unclassified	N/A
Visibility Reducing Particles	Unclassified/Attainment	N/A
Lead	Unclassified/Attainment	Unclassified/Attainment

N/A = not applicable; no standard.

Source: ARB 2016

4.5.1.7 Toxic Air Contaminants

In addition to criteria pollutants, both federal and state air quality regulations also focus on toxic air contaminants (TACs). TACs can be separated into carcinogens and noncarcinogens based on the nature of the effects associated with exposure to the pollutant. For regulatory purposes, carcinogens are assumed to have no safe threshold below which health impacts would not occur. Any exposure to a carcinogen poses some risk of contracting cancer. Noncarcinogens differ in that there is generally assumed to be a safe level of exposure below which no negative health impact is believed to occur. These levels are determined on a pollutant-by-pollutant basis.

TACs may be emitted by stationary, area, or mobile sources. Common stationary sources of TAC emissions include gasoline stations, dry cleaners, and diesel backup generators, which are subject to local air district permit requirements. The other, often more significant, sources of TAC emissions are motor vehicles on freeways, high-volume roadways, or other areas with high numbers of diesel vehicles, such as distribution centers. Off-road mobile sources are also major contributors of TAC emissions and include construction equipment, ships, and trains.

Particulate exhaust emissions from diesel-fueled engines (diesel PM) were identified as a TAC by ARB in 1998. Federal and state efforts to reduce diesel PM emissions have focused on the use of improved fuels, adding particulate filters to engines, and requiring the production of new-technology engines that emit fewer exhaust particulates.

Diesel engines tend to produce a much higher ratio of fine particulates than other types of internal combustion engines. The fine particles that make up diesel PM tend to penetrate deep into the lungs and the rough surfaces of these particles makes it easy for them to bind with other toxins within the exhaust, thus increasing the hazards of particle inhalation. Long-term exposure to diesel PM is known to lead to chronic, serious health problems including cardiovascular disease, cardiopulmonary disease, and lung cancer.

4.5.1.8 Odor

Odors are considered an air quality issue both at the local level (e.g., odor from wastewater treatment) and at the regional level (e.g., smoke from wildfires). Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

The ability to detect odors varies considerably among the population and is subjective. Some individuals have the ability to smell minute quantities of specific substances while others may

not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; an odor that is offensive to one person (e.g., from a fast-food restaurant or bakery) may be perfectly acceptable to another. Unfamiliar odors may be more easily detected and likely to cause complaints than familiar ones.

Several examples of common land use types that generate substantial odors include wastewater treatment plants, landfills, composting/green waste facilities, recycling facilities, petroleum refineries, chemical manufacturing plants, painting/coating operations, rendering plants, and food packaging plants.

Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, the ROG_s that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

4.5.1.9 Sensitive Receptors

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. The City of San Diego CEQA Guidelines defines a sensitive receptor as a person who is particularly susceptible to health effects due to exposure to an air contaminant than is the population at large. These include children, the elderly, people with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Air quality regulators typically define sensitive receptors as schools, hospitals, resident care facilities, day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time.

The nearest off-site sensitive receptor are single-family residences located approximately 1,200 feet to the northwest of the project site. However, the project involves the construction and operation of residential units on the project site. Therefore, the future on-site residents represent the nearest sensitive receptors with the potential to be impacted as a result of construction of the project.

4.5.2 Regulatory Framework

4.5.2.1 Federal Standards

EPA, under the provisions of the Clean Air Act (CAA), requires each state with regions that have not attained the NAAQS to prepare a State Implementation Plan, detailing how these standards are to be met in each local area. The State Implementation Plan is a legal agreement between each state and the federal government to commit resources to improving air quality. It serves as the template for conducting regional and project-level air quality analysis. The State Implementation Plan is not a single document, but a compilation of new and previously submitted attainment plans, emissions reduction programs, district rules, state regulations, and federal controls.

4.5.2.2 State Standards

ARB is the lead agency for developing the State Implementation Plan in California. Local air districts and other agencies prepare Air Quality Attainment Plans or Air Quality Management Plans (AQMPs), and submit them to ARB for review, approval, and incorporation into the applicable State Implementation Plan. ARB also maintains air quality monitoring stations throughout the state in conjunction with local air districts. Data collected at these stations are used by ARB to classify air basins as being in attainment or nonattainment with respect to each pollutant and to monitor progress in attaining air quality standards.

The California CAA requires that each area exceeding the CAAQS for ozone, CO, SO₂, and NO₂ must develop a plan aimed at achieving those standards. HSC Section 40914, requires air districts to design a plan that achieves an annual reduction in district-wide emissions of 5 percent or more, averaged every consecutive 3-year period. To satisfy this requirement, the local air districts have to develop and implement air pollution reduction measures, which are described in their AQMPs, and outline strategies for achieving the CAAQS for any criteria pollutants for which the region is classified as nonattainment.

ARB has established emission standards for vehicles sold in California and for various types of equipment. California gasoline specifications are governed by both state and federal agencies.

During the past decade, federal and state agencies have imposed numerous requirements on the production and sale of gasoline in California. ARB has also adopted control measures for diesel PM and more stringent emissions standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators).

TACs in California are regulated primarily through the Tanner Air Toxics Act (Chapter 1047, Statutes of 1983) and the Air Toxics Hot Spots Information and Assessment Act (Chapter 1252, Statutes of 1987). AB 1807 sets forth a formal procedure for ARB to designate substances as TACs. Research, public participation, and scientific peer review must occur before ARB can designate a substance as a TAC. The Air Toxics Hot Spots Information and Assessment Act requires that TAC emissions from stationary sources be quantified and compiled into an inventory according to criteria and guidelines developed by ARB, and if directed to do so by the local air district, a health risk assessment (HRA) must be prepared to determine the potential health impacts of such emissions.

The ARB has also developed the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide guidance on land use compatibility with sources of TACs (ARB 2005). These sources include freeways and high-traffic roads, commercial distribution centers, rail yards, refineries, dry cleaners, gasoline stations, and industrial facilities. The handbook is not a law or adopted policy, but offers advisory recommendations for the siting of sensitive receptors near uses associated with TACs. The handbook indicates that land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues. The recommendations relevant to the project include avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.

4.5.2.3 Local Standards

In San Diego County, the SDAPCD is the agency responsible for the administration of federal and state air quality laws, regulations, and policies. Included in the SDAPCD's tasks are monitoring of air pollution, preparation of the State Implementation Plan for the SDAB, and promulgation of rules and regulations. The State Implementation Plan includes strategies and tactics to be used to attain the federal ozone standard in the county. The State Implementation Plan elements are taken from the RAQS, the SDAPCD plan for attaining the state ozone standard, which is more stringent than the federal ozone standard. The rules and regulations include procedures and requirements to control the emission of pollutants and to prevent adverse impacts.

SDAPCD rules relevant to the project include:

- Regulation IV: Prohibitions; Rule 50: Visible Emissions. Prohibits the generation of particulate matter emissions that exceed the visible emissions threshold.
- Regulation IV: Prohibitions; Rule 51: Nuisance. Prohibits the discharge, from any source, of such quantities of air contaminants or other materials that cause or have a tendency to cause injury, detriment, nuisance, annoyance to people and/or the public, or damage to any business or property.
- Regulation IV: Prohibitions; Rule 55: Fugitive Dust. Regulates fugitive dust emissions from any commercial construction or demolition activity capable of generating fugitive dust emissions, including active operations, open storage piles, and inactive disturbed areas, as well as track-out and carry-out onto paved roads beyond a project site.
- Regulation IV: Prohibitions; Rule 67.0: Architectural Coatings. Requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce volatile organic compound (VOC) emissions from the use of these coatings, primarily by placing limits on the VOC content of various coating categories.
- Rule 361.145: Requires notification and work practice standards for asbestos removal and demolition, as specified under Rule 40, CFR 61, Subpart M.

The project is required to comply with these rules, and conformance will be incorporated into project specifications and procedures.

4.5.3 Impact Analysis

Issue 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?

4.5.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to air quality may be significant if:

- *A project would conflict with or obstruct implementation of the applicable air quality plan.*

4.5.3.2 Impact Analysis

Air quality plans describe air pollution control strategies to be implemented by a city, county, or regional air district. The primary purpose of an air quality plan is to bring an area that does not attain federal and state air quality standards into compliance with those standards pursuant to the requirements of the CAA and California CAA.

Air quality planning efforts are based on analysis and forecasts of air pollutant emissions throughout the entire region. The regional air quality plan for San Diego County is SDAPCD's RAQS, which is also the applicable portion of the State Implementation Plan. The RAQS was developed pursuant to California CAA requirements, and identifies feasible emissions control measures to provide expeditious progress toward attaining the state ozone standard in San Diego County.

Projects that are consistent with the assumptions used in development of the applicable air quality plan are considered to not conflict with or obstruct the attainment of the air quality levels identified in the plan. Assumptions for land use development used in the RAQS are taken from local and regional planning documents. Emission forecasts rely on projections of vehicle miles traveled (VMT) by the Metropolitan Planning Organizations (MPOs), such as SANDAG, and population, employment, and land use projections made by local jurisdictions during development of the area and general plans.

The use of construction equipment in the RAQS is estimated for the region on an annual basis, and construction-related emissions are estimated as an aggregate in the RAQS. Therefore, the project would not increase the assumptions for off-road equipment use in the RAQS.

While the RAQS acknowledges mobile and area sources, minor changes in the assumptions relative to these sources would not obstruct successful implementation of the strategies for improvement of SDAB's air quality. Projects that are located in urban, infill, or suburban centers would result in a reduction in VMT compared to the statewide average (CAPCOA 2010). Therefore, construction and operation of the project at this location would result in less VMT than the same development (i.e., hotel and residential units) in the outlying or more remote areas of the region.

The traffic analysis incorporates the credits due to the project's location and design into the trip generation rates. The trip generation estimates include a 5 percent mixed-use/transit credit for the hotel land uses for interaction with Fashion Valley Mall and the transit center. The estimate of residential trips also includes credits for transit and community mixed-use features. Operation of Phase I would generate approximately 12,919 average daily trips in 2018, or 2,066 trips less than

existing conditions (LLG 2016). At buildout, the project would result in the operation of 700 hotel rooms, 177,137 sq. ft. of convention space, and 840 residential units. According to the Traffic Impact Assessment, the project would generate approximately 14,985 ADT in 2022, which would result in no net increase in trips above existing conditions (LLG 2015).

Because the project is less intensive than the assumptions for urban land use and vehicle trips associated with the General Plan, the intensity of operational emissions has been accounted for in the RAQS. The project would not result in additional emissions over the current assumptions used to develop the General Plan and AQMP.

4.5.3.3 Significance of Impacts

The project would not result in a significant increase in criteria pollutant emissions compared to the current assumptions in the RAQS. Therefore, the project would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

4.5.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.5.4 Impact Analysis

Issue 2: Would the project cause a violation of any air quality standard or contribute substantially to an existing or projected air quality violation?

4.5.4.1 Impact Thresholds

If the emissions of the project are found to be below the screening level thresholds, it can be concluded that the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The screening level thresholds are shown in Table 4.5-4.

**Table 4.5-4
Regional Pollutant Emission Screening Level Thresholds of Significance**

	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5} ¹	Lead
Pounds per hour	–	25	100	25	–	–	–
Pounds per day	137	250	550	250	100	55	3.2
Tons per year	15	40	100	40	15	10	0.6

¹Threshold for PM_{2.5} from South Coast Air Quality Management District

ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = suspended particulate matter; PM_{2.5} = fine particulate matter – = No threshold proposed

Source: City of San Diego 2011

A significant impact related to air quality would occur if implementation of the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.

4.5.4.2 Impact Analysis

Construction

Construction emissions are described as “short-term” or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Construction of the project would result in the temporary generation of ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions. ROG, NO_x, CO, and SO₂ emissions are primarily associated with mobile equipment exhaust, including off-road construction equipment and on-road motor vehicles. Fugitive PM dust emissions are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT by construction vehicles on- and off-site.

Construction of the project would occur in several phases. The first phase would include demolition of 254 hotel rooms, convention center space, and spa. Following completion of the demolition phase, the new hotel lobby, café, restaurant, parking garage and water amenity would be constructed. After hotel construction, demolition of the existing parking garage and restaurant would occur. Construction of Residential Parcels 1 (160 units) and 2 (275 units) would occur after all hotel construction and demolition activities. Construction of Residential Parcels 3 (255 units) and 4 (150 units) would begin after construction was completed on Residential Parcels 1 and 2.

Construction-related emissions associated with typical construction activities, such as site grading and construction of the buildings, were modeled using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. CalEEMod allows the user to enter project-specific construction information, such as types, number, and horsepower of construction equipment, and number and length of off-site motor vehicle trips. Construction-related exhaust emissions for the project were estimated for construction worker commutes, haul trucks, and the use of off-road equipment. Construction of the project would require import of soil and associated haul truck trips, which were included in the analysis.

As shown in Table 4.5-5, construction emissions for the project would result in maximum daily emissions of approximately 72 pounds of ROG, 222 pounds of NO_x, 165 pounds of CO, 0.4 pound of SO_x, 42 pounds of PM₁₀, and 25 pounds of PM_{2.5}. Additional modeling assumptions and details are provided in Appendix F of this EIR.

Table 4.5-5
Estimated Daily Construction Emissions

	ROG	NO _x	CO	SO ₂	PM ₁₀ ^{1,2}	PM _{2.5} ¹
2017	36.72	221.70	164.63	0.40	41.94	25.01
2018	71.6 5 <u>3</u>	74.95	60.62	0.18	20.58	12.15
2019	71.1 4 <u>3</u>	105.54 30.59	44.52	0.10	6.29	2.72
2020	42.77	48.56	45.70	0.13	20.15	11.75
Maximum Daily Construction Emissions (lbs/day)	71.6 5 <u>3</u>	221.70	164.63	0.40	41.94	25.01
Threshold of Significance (lbs/day)	137	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

¹ PM₁₀ emissions shown include the sum of particulate matter with aerodynamic diameter 0 to 2.5 microns and particulate matter with aerodynamic diameter 2.5 to 10 microns.

² Fugitive dust emissions were reduced based on watering two times per day.

ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = suspended particulate matter; PM_{2.5} = fine particulate matter; lbs/day = pounds per day

Source: Estimated by AECOM in 2015 [and updated in 2017](#)

As shown in Table 4.5-5, construction-generated emissions of ROG, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} would not exceed applicable daily thresholds established by the City of San Diego. Emissions would also be controlled with standard construction practices enforceable pursuant to SDMC, Section 142.0710. Therefore, construction emissions would not violate an ambient air quality standard or contribute substantially to an existing violation.

Operation

After construction, day-to-day activities associated with operation of the project would generate emissions from a variety of sources. Operational emissions may be both direct and indirect emissions, and would be generated by area and mobile sources associated with the project. Area-source emissions would be associated with activities such as maintenance of landscaping and grounds. Natural gas combustion for space and water heating is also a direct area source of emissions. Mobile-source emissions would include vehicle trips by residents, workers, and visitors to the hotel.

The operational emissions associated with the activities for existing land uses and the project were quantified using CalEEMod. Regional area- and mobile-source emissions were modeled based on the trip generation rates and ADT estimated in the Traffic Impact Analysis (LLG 2015). Additional details are available in Appendix F.

Pursuant to the state CEQA Guidelines (Section 15125[e]) this analysis evaluates the net change in operational emissions from the existing hotel to the project. This approach is consistent with the definition of baseline conditions pursuant to CEQA. Therefore, the emissions associated with

the existing land uses were subtracted from the emissions for the project to calculate the net change in emissions associated with implementation of the project. The net increase in emissions is compared to the applicable threshold of significance. The estimated daily emissions for the existing land uses and the project are shown in Table 4.5-6.

Table 4.5-6
Summary of Modeled Long-Term Operational Emissions

Emissions Source	ROG (lbs/day)	NO_x (lbs/day)	CO (lbs/day)	SO₂ (lbs/day)	PM₁₀ (lbs/day)	PM_{2.5} (lbs/day)
Existing Land Uses	82.23 81.15	118.60 118.17	499.9356	0.99	62.4239	18.4440
Project	102.24 100.95	89.47 87.49	453.63 452.06	1.140	72.4833	21.8671
Net Change	20.04 19.80	(29.13) 30.68	(46.30) 47.8850	0.12	10.06 9.94	3.4231
Threshold of Significance	137	250	550	250	100	55
Significant Impact?	No	No	No	No	No	No

ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO₂ = sulfur dioxide;
PM₁₀ = suspended particulate matter; PM_{2.5} = fine particulate matter; lbs/day = pounds per day

Source: Estimated by AECOM in 2015 [and updated in 2017](#)

As shown in Table 4.5-6, the total operational emissions from the project and the net increase from existing conditions would not exceed any of the significance thresholds. In addition, based on the estimates in Tables 4.5-5 and 4.5-6, any overlap in construction and operational activities that would occur in 2019 and 2020 would not exceed the thresholds of significance. Therefore, construction and operation of the project would not violate an ambient air quality standard or contribute substantially to an existing violation.

The cumulative analysis focuses on whether a specific project would result in a cumulatively considerable increase in emissions. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SDAB, and this regional impact is cumulative rather than attributable to any one source. A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The thresholds of significance are relevant to whether a project's individual emissions would result in a cumulatively considerable incremental contribution to the existing cumulative air quality conditions. If a project's emissions would be less than those threshold levels, the project would not be expected to result in a considerable incremental contribution to the significant cumulative impact.

As discussed above, the net increase in emissions over existing conditions would not result in the generation of criteria air pollutant emissions that exceed any of the thresholds for construction or operational activities. These thresholds are designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and

federal ambient air quality standards. Projects that would not exceed the thresholds of significance would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile, and would not impede attainment and maintenance of ambient air quality standards.

4.5.4.3 Significance of Impacts

Construction and operation of the project would not violate an ambient air quality standard or contribute substantially to an existing violation. This impact would be less than significant.

Because the project would not exceed any project-level air quality significance thresholds, the project's construction and operational emissions would not be cumulatively considerable. Therefore, impacts related to a cumulatively considerable net increase of criteria pollutants would be less than significant.

4.5.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.5.5 Impact Analysis

Issue 3: Would the project expose sensitive receptors to substantial pollutant concentrations?

4.5.5.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to Air Quality may be significant if:

- *The project would expose sensitive receptors to substantial pollutant concentrations, including air toxics such as diesel particulates. In addition, a significant impact would occur if the project would result in a CO hotspot.*

4.5.5.2 Impact Analysis

Carbon Monoxide

The primary mobile-source pollutant of localized concern is CO. Local mobile-source CO emissions near roadway intersections are a direct function of traffic volume, speed, and delay. Transport of CO is limited since it disperses rapidly with distance from the source under normal

meteorological conditions. However, under specific meteorological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels related to local sensitive land uses such as residential units, hospitals, schools, and childcare facilities.

CO concentration is a direct function of motor vehicle activity, particularly during peak commute hours, and meteorological conditions. Under specific meteorological conditions, CO concentrations may reach unhealthy levels with respect to local sensitive land uses, such as residential areas, schools, preschools, playgrounds, and hospitals. As a result, air districts typically recommend analysis of CO emissions at a local rather than a regional level.

Because increased CO concentrations are usually associated with roadways that are congested and with heavy traffic volume, many agencies have established preliminary screening criteria to determine with fair certainty that, if not violated, project-generated, long-term operational local mobile-source emissions of CO would not result in, or substantially contribute to, emissions concentrations that exceed the 1-hour CAAQS of 20 parts per million (ppm) or the 8-hour CAAQS of 9.0 ppm.

The City of San Diego indicates that if a proposed development causes a 4- or 6-lane road to deteriorate to LOS E or worse, the resulting longer queue at the traffic signals could cause a localized significant air quality impact. According to the traffic study prepared for the project, several roadway segments currently operate at LOS E or F. Those roadway segments would also operate at LOS E or F in 2035 with or without implementation of the project. Therefore, implementation of the project would not cause those roadway segments to operate at LOS E or F. As a result of improvements in technology and vehicle emission standards, CO emission factors are projected to decrease in future years. These improvements would also reduce the concentration of CO emissions. Therefore, the CO concentrations resulting from the project would not violate the CAAQS for either the 1-hour period (20 ppm) or the 8-hour period (9.0 ppm).

Construction-Related Health Risks

The greatest potential for TAC emissions resulting from construction of the project would originate from diesel PM emissions associated with heavy equipment operations. Construction of the project would result in the generation of diesel PM from the use of off-road diesel construction equipment required for demolition, site preparation, construction, and equipment installation. Most diesel PM emissions associated with material delivery trucks and construction worker vehicles would occur off-site.

The generation of diesel PM emissions from construction projects typically occurs in a single area for a short period of time. The dose of TACs to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure a person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period to a fixed amount of emissions results in a higher exposure level and higher health risks for the maximally exposed individual.

Since SDAPCD has not issued their own guidance as of the time of this report, the construction HRA was performed in accordance with the methodologies presented in the California Air Pollution Control Officers Association (CAPCOA) Guidance Document, *Health Risk Assessments for Proposed Land Use Projects* (CAPCOA 2009), Office of Environmental Health Hazard Assessment (OEHHA) March 2015 Guidance Manual, and Draft Risk Assessment Procedures issued by the South Coast Air Quality Management District (SCAQMD) on March 31, 2015. Additional details on the HRA methodology are available in Appendix F.

Construction-related health impacts were based on the amount of on-site emissions generated by off-road equipment. Emissions associated with vehicle trips to and from the project site during construction (e.g., worker commutes, material deliveries) would be dispersed throughout the region and would have a nominal localized impact at the project site. Construction emissions would occur intermittently throughout the day, as construction equipment is required, rather than as a constant plume of emissions from the project site. All construction emissions would cease following completion of the project.

The estimated cancer risk was based on the annual average diesel PM concentration, inhalation potency factor, and default estimates of breathing rate, body weight, and exposure period. In addition to the potential cancer risk, diesel PM may result in acute and chronic noncancer health impacts. The exposure level is the concentration below which no adverse noncancer health effects are anticipated.

Table 4.5-7 shows the maximum cancer risk and chronic hazard index (HI) for construction of Phase I of the project. The maximum cancer risk was determined to be 1.037 in 1 million for the Child Resident, and 0.634 in 1 million for the Worker. The maximum chronic HI was determined to be 0.02 for the maximally exposed individual at an existing occupational worker receptor (MEIW) and less than 0.001 for the maximally exposed individual at an existing residential receptor (MEIR), as shown in Table 4.5-7.

Table 4.5-7
Summary of Maximum Construction Health Risk for Nearby Receptors (Phase I)

Receptor Type		Maximum Cancer Risk (per million)	Maximum Chronic HI
MEIR ¹	Child Resident	1.07 3	0.001
MEIW ²		0.64 3	0.02
CEQA Significance Threshold		10	1
Exceed Threshold?		NO	NO

HI = Hazard Index

Notes: ¹ MEIR: Maximally exposed individual at an existing residential receptor

² MEIW: Maximally exposed individual at an existing occupational worker receptor

Source: Data Compiled by AECOM in 2016 [and updated in 2017](#)

As presented in Table 4.5-7, the maximum cancer risk and chronic HI for both workers (MEIW) and residential receptors (MEIR) during construction of Phase 1 of the project would not exceed 10 in 1 million and 1.0, respectively.

Table 4.5-8 shows the maximum cancer risk and chronic HI for construction of Phase II of the project. The maximum cancer risk was determined to be [19.1](#)~~13.5~~ in 1 million for the MEIR (child resident), and [0.20](#)~~18~~ in 1 million for the MEIW (worker). The maximum chronic HI was determined to be [0.01](#)~~2~~ for the MEIW and 0.01 for the MEIR, as shown in Table 4.5-8.

As shown in Table 4.5-8, the maximum cancer risk for the MEIR (child residential receptor) during construction of Phase II (Residential Parcels 3 and 4) would exceed 10 in 1 million. Therefore, the construction of the project could expose sensitive receptors to substantial pollutant concentrations that would result in a health risk.

Table 4.5-8
Unmitigated Construction Health Impacts (Phase II)

Receptor Type		Unmitigated Maximum Cancer Risk (per million)	Maximum Chronic HI
MEIR ¹	Child Resident	19.1 13.5	0.01
MEIW ²		0.18 20	0.02 1
CEQA Significance Threshold		10	1
Exceed Threshold?		YES	NO

HI = Hazard Index

Notes: ¹ MEIR: Maximally exposed individual at an existing residential receptor

² MEIW: Maximally exposed individual at an existing occupational worker receptor

Source: Data Compiled by AECOM in 2016 [and updated in 2017](#)

Highway Health Risks

As discussed in Section 4.5.2, ARB has developed the *Air Quality and Land Use Handbook: A Community Health Perspective* to provide guidance on land use compatibility with sources of TACs (ARB 2005). The recommendations relevant to the project include avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.

The project is located near the intersection of I-8 and SR-163, two high-volume roadways (i.e., 100,000 vehicles per day within a 150-meter radius of the project site). The nearest residential receptor on the project site would be located approximately 150 feet from I-8 and 1,000 feet from SR-163. Therefore, the project does not meet the recommendations in ARB's Air Quality and Land Use Handbook that require a 500-foot setback distance. Localized emissions from off-site mobile sources could adversely affect sensitive receptors at the project site. As the minimum distance between the project boundary and I-8 is less than 500 feet, refined dispersion modeling was completed to more accurately determine health risks from traffic emissions on the sensitive receptors.

The operational HRA was based on mobile source emissions from I-8 and SR-163. Emissions from mobile sources include diesel PM, acrolein, acetaldehyde, benzene, 1,3-butadiene, ethyl benzene, naphthalene, and formaldehyde. ARB's on-road emissions inventory model, EMFAC 2014, was used to develop emission factors by pollutant, vehicle type, fuel type, and average speed for San Diego County. Traffic count data, including total vehicles and percentage of trucks, were obtained from Caltrans. The ADT count was multiplied by the distance along the project site that parallels the roadway (approximately 0.59 mile for I-8 and 0.23 mile for SR-163) to obtain representative VMT for the project site. The total PM_{2.5} emissions (including exhaust, tire wear, and break wear) and diesel PM emissions were estimated based on emission factors (grams per mile) and VMT for the project site. Additional details on the HRA methodology are available in Appendix F.

Project Design Features

As a condition of project approval, the project is required to include design features that would reduce health risks related to vehicle emissions from I-8 and SR-163, including the following features:

- PDF-AQ-1 The applicant shall be required to install air filtration devices rated minimum efficiency reporting value (MERV-13) or higher 13 in the intake of ventilation systems for Residential Parcels 1, 2, and 3. HVAC systems shall be installed with

a fan unit designed to force air through the MERV filter. Prior to issuance of building permits, the applicant shall submit evidence to the City of San Diego to ensure compliance with this measure. To ensure long-term maintenance and replacement of the MERV filters in the individual residential units, the owner/property manager of residential units shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. The owner/property manager shall keep a record of activities related to maintenance of the filters.

PDF-AQ-2 The applicant shall be required to design residential buildings so that the air intakes are on the northern and/or western sides of the buildings and away from I-8 and SR-163, to the extent feasible.

Filter efficiency is rated using several scales, the most common of which is the MERV rating system. MERV-13 air filters are considered high-efficiency filters able to remove from 75 to 90 percent of fine particulate matter, depending on the size of the particle, from indoor air (EPA 2013). Some studies estimate an average of 80 percent reduction for all particulates associated with a MERV-13 filter. However, as a conservative assumption, the emission concentrations were assumed to be a 75 percent reduction associated with PDF-AQ-1. Table 4.5-9 shows the maximum cancer risk for construction emissions for the project with the required project design features.

**Table 4.5-9
Summary of Health Risk from I-8 and SR-163 on Project Site Receptors**

Receptor Type	Mitigated 30-year Maximum Cancer Risk (per million)	Maximum Chronic Hazard Index
MEIR ¹	7.33	0.01
CEQA Significance Threshold	10	1
Exceed Threshold?	NO	NO

¹ MEIR: Maximally exposed individual at a new residential receptor; 30-year exposure scenario for cancer risk.

Source: Data Compiled by AECOM in 2016 [and updated in 2017](#)

As shown in Table 4.5-9, the maximum cancer risk was determined to be 7.33 in 1 million for the MEIR. Therefore, the health risk would not exceed the recommended threshold of 10 in 1 million.

4.5.5.3 Significance of Impacts

The CO concentrations resulting from the project would not violate the CAAQS for the 1-hour period (20 ppm) or the 8-hour period (9.0 ppm). This impact would be less than significant.

Construction of the project could expose sensitive receptors to substantial pollutant concentrations that would result in a health risk. The impact would be significant. Implementation of Mitigation Measures AQ-1 through AQ-3 would be required.

The project would not expose sensitive receptors to substantial pollutant concentrations from highway emissions that would result in a health risk. The impact would be less than significant.

4.5.5.4 Mitigation, Monitoring, and Reporting

To reduce construction-related ~~emissions and related~~ health risks, the project shall implement all applicable control measures for the duration of the construction period, as follows:

- AQ-1 The construction contractor shall maintain and properly tune all construction equipment in accordance with manufacturer's specifications.
- AQ-2 The construction contractors shall minimize idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure 13 CCR 2485). Clear signage shall be provided for construction workers at all access points.
- AQ-3 When construction activities occur on the project site after occupancy of any residential parcels, the construction contractor shall use off-road construction diesel engines that meet, at a minimum, the Tier 4 California Emissions Standards, unless such an engine is not available for a particular item of equipment. Tier 3 engines will be allowed on a case-by-case basis when the contractor has documented that no Tier 4 equipment or emissions equivalent retrofit equipment is available for a particular equipment type that must be used to complete construction. Documentation shall consist of signed written statements from at least two construction equipment rental firms.

CalEEMod was used to calculate the average diesel PM emissions over the Phase II construction period with implementation of Mitigation Measure AQ-3. AERMOD was used to calculate the emission concentrations used for the HRA. Potential reductions were not estimated for the remaining mitigation measures because it is not known the extent to which they would be

incorporated into construction of the project, such as based on the availability of equipment. Table 4.5-10 shows the maximum cancer risk for mitigated construction emissions for the project.

**Table 4.5-10
Mitigated Construction Health Impacts
(Phase II – July 2019 through June 2020)**

Receptor Type		Unmitigated Maximum Cancer Risk (per million)	Maximum Chronic HI
MEIR ¹	Child Resident	0. 87 ⁴⁷	0.003
MEIW ²		0.01	0.003
CEQA Significance Threshold		10	10
Exceed Threshold?		NO	NO

HI = Hazard Index

Notes:¹ MEIR: Maximally exposed individual at an existing residential receptor

² MEIW: Maximally exposed individual at an existing occupational worker receptor

Source: Data Compiled by AECOM in 2015 [and updated in 2017](#)

As shown in Table 4.5-10, the maximum cancer risk due to mitigated construction emissions was determined to be 0.~~47~~⁸⁷ in 1 million for the MEIR (child resident) and 0.01 in 1 million for the MEIW (worker). Therefore, implementation of Mitigation Measures AQ-1 through AQ-3 would reduce significant health risk impacts. This impact would be less than significant with mitigation.

4.5.6 Impact Analysis

Issue 5: Would the project exceed 100 pounds per day of PM₁₀ dust?

4.5.6.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to Air Quality may be significant if:

- *The project would exceed 100 pounds per day of PM dust.*

4.5.6.2 Impact Analysis

Construction grading and demolition dust accounts for 30 percent of all PM₁₀ emissions in the SDAB (City of San Diego 2011). Road dust from paved and unpaved roads, accounts for 47

percent of all PM₁₀ emissions (City of San Diego 2011). The project would generate PM₁₀ emissions from construction and operational activities, including on-road worker commute and haul truck trips. As indicated in Table 4.5-5, construction-related PM₁₀ emissions were estimated at a maximum of 42 pounds per day. The net increase in operational PM₁₀ emissions was estimated at 10⁺ pounds per day, as shown in Table 4.5-6.

4.5.6.3 Significance of Impacts

The project would not exceed 100 pounds per day of PM dust during construction or operational activities. This impact would be less than significant.

4.5.6.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.5.7 Impact Analysis

Issue 6: Would the project create objectionable odors affecting a substantial number of people?

4.5.7.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to Air Quality may be significant if:

- *The project would create objectionable odors affecting a substantial number of people. Two situations increase the potential for odor problems. The first occurs when a new odor source is located near existing sensitive receptors. The second occurs when new sensitive receptors are developed near existing sources of odors.*

4.5.7.2 Impact Analysis

The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Potential sources that may emit odors during construction of the project would include exhaust from diesel construction equipment. The project would utilize typical construction techniques, and the odors from off-road equipment and on-road vehicles would be typical of most construction sites and temporary in nature.

Operation of the project would not add any new odor sources, and any odors generated would be similar to existing odors associated with land uses in the area. The land uses associated with the project would be residential, park, and hotel, which are not typically large generators of odor emissions. As a result, the project's construction and operational activities would not create objectionable odors affecting a substantial number of people, and the proposed residents would not be impacted by any existing odor sources.

4.5.7.3 Significance of Impacts

The project's construction and operational activities would not create objectionable odors affecting a substantial number of people, and the hotel guests, employees, and residents would not be impacted by any existing odor sources. The impact would be less than significant.

4.5.7.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.6 HYDROLOGY AND WATER QUALITY

This section includes a description of the existing hydrologic and water quality conditions within the project site, a summary of current water resource regulations, and an analysis of potential hydrology and water quality impacts associated with implementation of the project. The information presented in this section is based on the *Storm Water Quality Management Plan and Hydrology & Hydraulics Study* for the *Town & Country Hotel and Convention Center Transit Oriented Development Project* prepared by Fuscoe in 2016 [and updated in January 2017](#) (Appendices G and H, respectively, of this EIR).

4.6.1 Existing Conditions

Hydrology

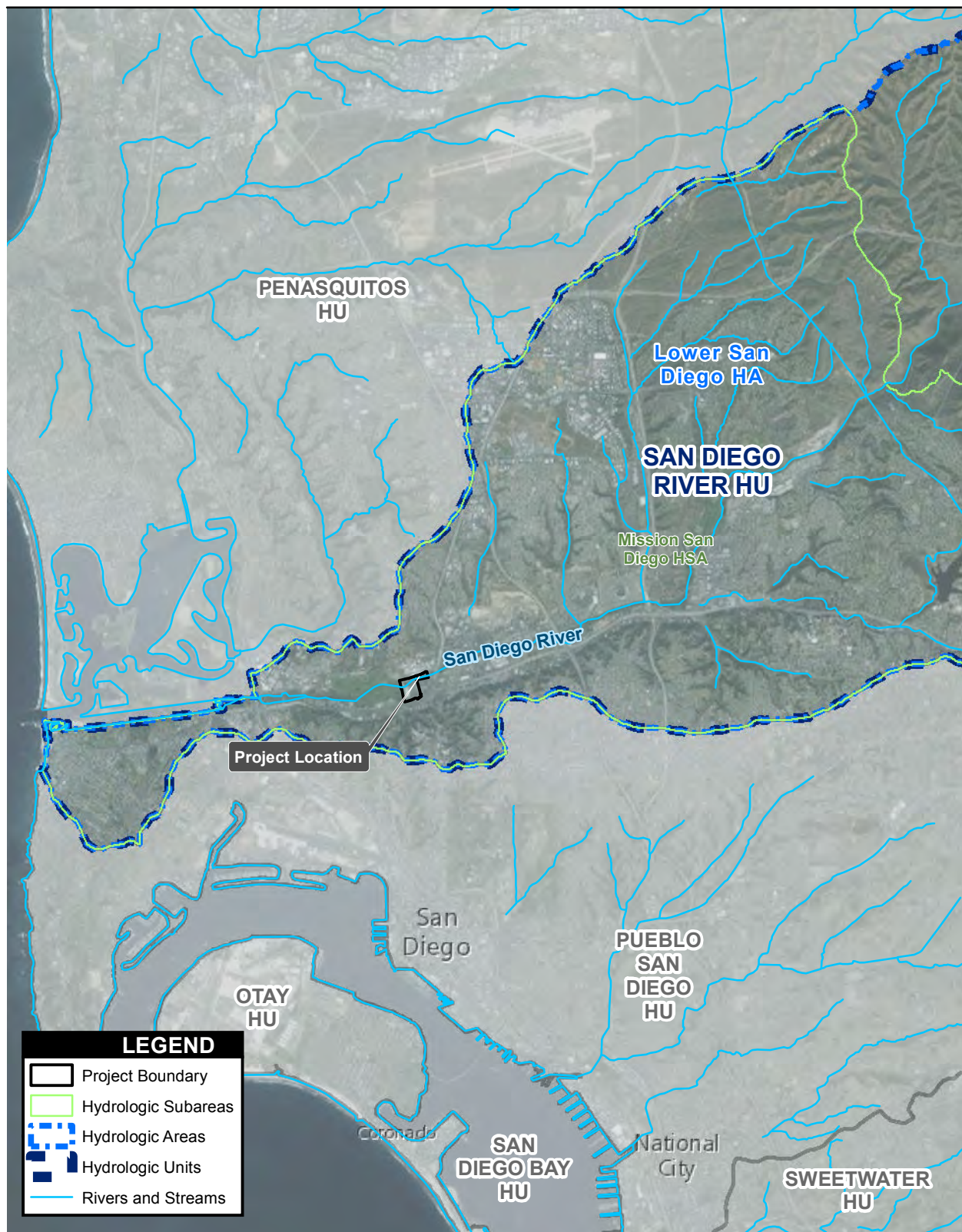
The project site is located in the Mission San Diego Hydrologic Subarea (HSA) (907.11) in the Lower San Diego Hydrologic Area (HA) within the San Diego River Hydrologic Unit (HU) (Figure 4.6-1). The San Diego River HU is the second largest HU in San Diego County encompassing approximately 440 square miles in the cities of San Diego, El Cajon, La Mesa, Poway, and Santee, as well as several unincorporated jurisdictions. The San Diego HU is drained by the San Diego River. Approximately 58.4 percent of the HU is undeveloped, mostly in the upper, eastern portion of the watershed, while the lower areas are more urbanized, dominated by residential (14.9 percent), freeways and roads (5.5 percent), and commercial/industrial (4.2 percent) land uses (Project Clean Water 2014).

Local Surface Drainage Features

The project site is adjacent to and predominantly south of the San Diego River. A small portion of the site is located on the north adjacent side of the River at the northwest corner. The San Diego River begins 50 miles to the east of the site in the Cuyamaca Mountains, flows through the northern portion of the project site, and drains into the Pacific Ocean 5 miles to the west in the community of Ocean Beach.

Groundwater Resources

The project site is underlain by undocumented fill and alluvium extending to maximum depths of approximately 45 feet to 90 feet below existing grade, overlying the formational Stadium Conglomerate. Groundwater in the site is from the San Diego River Valley Groundwater Basin. The San Diego River Valley Groundwater Basin consists of alluvium deposited by the San Diego



**Figure 4.6-1
Watershed Map**

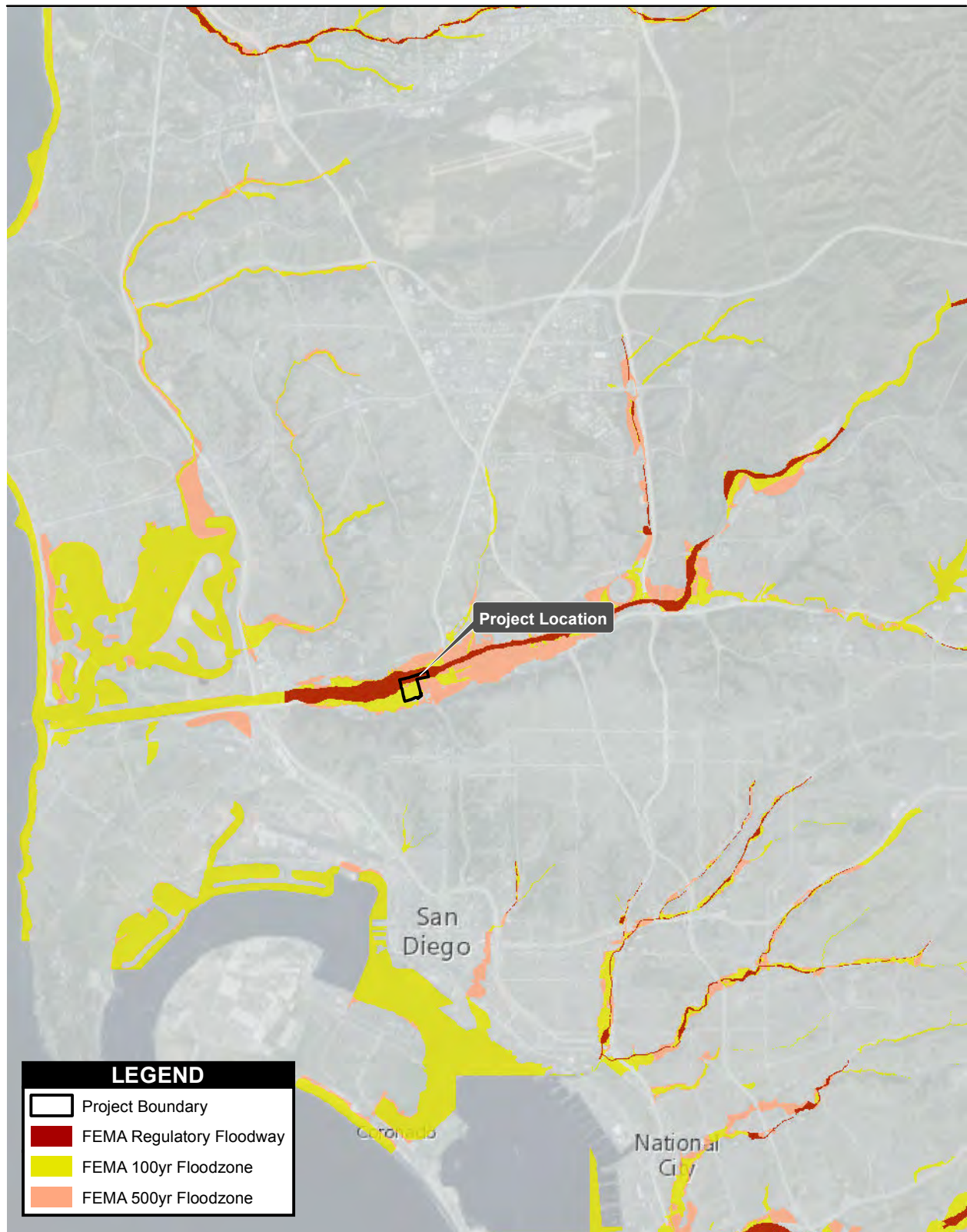
River and its tributaries. The basin is surrounded by contacts with semi-permeable rocks, impermeable crystalline rock, and impermeable volcanic rocks. According to the Department of Water Resources (DWR), quaternary alluvial deposits form the principal water-bearing unit within the basin (Department of Water Resources [DWR] 2004). These deposits typically consist of medium dense and firm, silty, fine to coarse sand and soft silt. The most productive portions of the alluvium are the well-sorted sands located in buried River channels, along with a layer of coarse gravel near the base of the aquifer. In more productive parts of the alluvium, wells yield up to 2,000 gallons per minute (gpm) (DWR 2004). Basin recharge occurs from dam releases (El Capitan and San Vicente dams) and underflow past the dams. Other sources of recharge are stream-flow from Forester Creek and other smaller creeks, precipitation falling on the valley floor, and discharges from municipal wastewater-treatment plants (Izbicki 1985). Based on review of previous studies on and adjacent to the property, groundwater exists at depths ranging from approximately 8 to 14 feet below existing grade during the excavation of the previous exploratory borings (Fuscoe 2017^{6a}). Groundwater elevations are dependent on seasonal precipitation, irrigation, and land use among other factors and, vary as a result. The San Diego River Valley Groundwater Basin has a basin ground surface area of 9,890 acres (15.4 square miles) with an estimated average thickness of approximately 70 to 200 feet (DWR 2004).

Floodplains

The climate of the site is semiarid and the seasonal precipitation is highly variable in frequency, magnitude, and location. Infrequent large bursts of rain can unexpectedly create flash-flood conditions in the area's steep canyons and flood areas. Flooding in San Diego and the rest of Southern California most frequently occurs during storm events between the months of November and April, and occasionally during the summer when a tropical storm makes landfall in the region.

Flooding of the San Diego River has become a major problem in Mission Valley since urbanization became prevalent in the floodplain area. The First San Diego River Improvement Project (FSDRIP), a mitigation site for a 100-year flood control project located between Qualcomm Way and SR-163 along the San Diego River, has helped control flooding in Mission Valley. The entire site is currently mapped within the FEMA floodplain, designated as Zone AE. The northern portion of the site, along the River corridor, is located within the Regulatory Floodway.

Figure 4.6-2 shows FEMA Regulatory Floodway and floodplain areas in the project site.



Source: SanGIS; ESRI; NHD; AECOM 2014

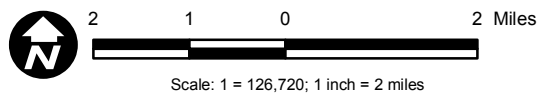


Figure 4.6-2
FEMA Floodzones

Town & Country Project EIR

Path: \\ussdglfp001.na.aecomnet.com\data\projects\2014\60329917_TC_Lowe\900-CAD-GIS\920 GIS\922_Maps\EIR\10_3\Fig4_7_2_Floodzone_10_3.mxd, 11/16/2015, sorensen

Water Quality

Storm water pollution is a primary cause of water quality degradation in urbanized areas due to inadequate runoff treatment and control prior to discharging to a natural drainage or watercourse (e.g., San Diego River). Rapid growth and urbanization in the San Diego region have placed increased pressure on maintaining adequate storm water quality and protecting local surface water resources. The effects of increased urbanization have the potential to introduce more anthropogenic pollutants within a watershed, while also contributing to higher runoff volume (and subsequent receiving water impacts) from the increase in hardscape (impervious surfaces) that would otherwise infiltrate into the soil and be filtered naturally.

The majority of the existing site runoff is conveyed to four outlet locations that discharge directly to the San Diego River. A portion of the site surface drains directly into the San Diego River via sheet flow. On the south frontage of the property, storm runoff within the public ROW is captured into two catch basins and directly discharges to a stabilized conveyance system that extends from the I-8 off-ramp to the River reach.

As stated in the Phase I Environmental Site Assessment (SCS Engineers 2014), storm drains located in the underground parking structure are connected to a sump pump, which when filled pumps out to the San Diego River. There is no record of any discharge to the San Diego River as a result of filling of the sump pump (SCS Engineers 2014).

Beneficial Uses and Water Quality Objectives

Beneficial uses are the uses of water necessary for the survival or well-being of humans, plants, and wildlife. Beneficial uses identified in the Water Quality Control Plan for the San Diego Basin (Basin Plan) (RWQCB 1994) for the San Diego River are:

- AGR: Agricultural Supply
- IND: Industrial Service Supply
- REC-1: Contact Water Recreation
- REC-2: Non-Contact Water Recreation
- BIOL: Preservation of Biological Habitats of Special Significance
- WARM: Warm Freshwater Habitat
- WILD: Wildlife Habitat
- RARE: Rare, Threatened, or Endangered Species

Under Section 303(d) of the 1972 CWA, states, territories, and authorized tribes are required to develop a list of water quality limited segments. These waters on the list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that the above-mentioned jurisdictions establish priority rankings for watercourses on the list and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. The San Diego River has been listed as impaired on the CWA Section 303(d) list (SWRCB 2015) for indicator bacteria (fecal coliform and *Enterococcus*), low dissolved oxygen, manganese, nitrogen, phosphorus, total dissolved solids (TDS), and toxicity. These impairments are a result of point/nonpoint sources, urban runoff/storm sewers, wastewater, flow modification, and unknown sources.

Approximately 5 miles farther downstream, the San Diego River drains to the Pacific Ocean. Beneficial uses identified in the Basin Plan (RWQCB 1994) for the Pacific Ocean shoreline are:

- IND: Industrial Service Supply
- NAV: Navigation
- REC-1: Contact Water Recreation
- REC-2: Non-Contact Water Recreation
- COMM: Commercial and Sport Fishing
- BIOL: Preservation of Biological Habitats of Special Significance
- WILD: Wildlife Habitat
- RARE: Rare, Threatened, or Endangered Species
- MAR: Marine Habitat
- AQUA: Aquaculture
- MIGR: Migration of Aquatic Organisms
- SPWN: Spawning, Reproduction, and/or Early Development
- SHELL: Shellfish Harvesting

The Pacific Ocean shoreline at the San Diego River outlet has also been listed as impaired on the CWA Section 303(d) list (SWRCB 2015) for indicator bacteria (total coliform and *Enterococcus*) as a result of unknown point/nonpoint sources, urban runoff/storm sewers, and unknown sources.

TMDLs for indicator bacteria (*Total Maximum Daily Loads for Indicator Bacteria, Project I – Twenty Beaches and Creeks in the San Diego Region*) have been adopted by the San Diego RWQCB and EPA for the lower San Diego River and Pacific Ocean shoreline (RWQCB 2010).

Beneficial uses identified in the Basin Plan (RWQCB 1994) for groundwater within the Mission San Diego HSA are:

- AGR: Agricultural Supply
- IND: Industrial Service Supply
- PROC: Industrial Process Supply

Narrative and numeric water quality objectives (WQOs) for all surface waters and groundwater within the San Diego region are established for a variety of constituents (RWQCB 1994). WQOs for surface waters within the Mission San Diego HSA are established for TDS, chlorides, sulfate, percent sodium, nitrogen, phosphorus, iron, manganese, methylene blue activated substances (MBAS), boron, turbidity, and color. See Table 3-2 in the Basin Plan (RWQCB 1994) for specific WQOs for surface waters within the Mission San Diego HSA. WQOs for groundwater within the Mission San Diego HSA are established for TDS, chlorides, sulfate, percent sodium, nitrate, iron, manganese, MBAS, boron, turbidity, color, and fluoride. See Table 3-3 in the Basin Plan (RWQCB 1994) for specific WQOs for groundwater within the Mission San Diego HSA.

4.6.2 Regulatory Framework

Various governing laws and regulations serve to protect surface water quality and hydrology by establishing water quality compliance standards or waste discharge requirements (WDRs). These mandates require implementation of a number of design, construction, and operational controls that address structural and nonstructural BMP requirements for proper management and water quality treatment/protection. Applicable regulations and the associated agencies with regulatory authority and oversight are described below.

Federal Regulations

Federal Clean Water Act of 1972

The federal CWA of 1972 is the basic federal law dealing with surface water quality control and protection of beneficial uses of water. The purpose of the CWA is to provide guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters through prevention and elimination of pollution. The CWA applies to discharges of pollutants into waters of the U.S. The CWA establishes a framework for regulating storm water discharges from municipal, industrial, and construction activities under National Pollutant Discharge Elimination System (NPDES) regulations. In California, the State Water Resources Control Board (SWRCB) administers the NPDES program. The following CWA sections are most relevant to the regulation of surface water in the Site:

CWA Section 303(d)

CWA Section 303 requires states to adopt water quality standards for all surface waters of the U.S. As defined by the CWA, water quality standards consist of four elements:

- Designated beneficial uses of water bodies,
- Water quality criteria to protect designated uses,
- An anti-degradation policy to maintain and protect existing uses and high-quality waters, and
- General policies addressing implementation issues.

The CWA Section 303(d) list of impaired water bodies provides a prioritization and schedule for development of TMDLs for states. A TMDL is a calculation of the maximum amount of a specific pollutant that a water body can receive and still meet federal water quality standards as provided in the CWA (EPA 2012). TMDLs account for all sources of pollution, including point sources, nonpoint sources, and natural background sources. The SWRCB, in compliance with CWA Section 303(d), publishes the list of water quality-limited segments in California, which includes a priority schedule for development of TMDLs for each contaminant or “stressor” affecting the water body (SWRCB 2015).

CWA Section 401

Every applicant for a federal permit or license for any activity that may result in a discharge to a water body must obtain a CWA Section 401 Water Quality Certification for the proposed activity and must comply with state water quality standards prescribed in the certification. In California, these certifications are issued by the SWRCB under the auspices of nine RWQCBs. Most certifications are issued in connection with CWA Section 404 USACE permits for dredge and fill discharges, which are discussed further below.

CWA Section 402

CWA Section 402 sets forth regulations that prohibit the discharge of pollutants into waters of the U.S. from any point source without first obtaining an NPDES Permit. The SWRCB and nine RWQCBs administer the NPDES Permit program. The SWRCB implements the NPDES and the state’s water quality programs by regulating point-source discharges of wastewater and agricultural runoff to land and surface waters to protect their beneficial uses. To comply with the CWA water quality regulations, nine RWQCBs in California develop and enforce WQOs and

implementation plans, issue waste discharge permits, take enforcement action, and monitor water quality within their hydrologic areas.

Permitting the construction or modification of outfall structures, where the discharged effluent is authorized or otherwise complies with an NPDES Permit, also is governed under Section 404 as described below.

Although the NPDES Permit program initially focused on point source discharges of municipal and industrial wastewater that were assigned individual permits for specific outfalls, results of the Nationwide Urban Runoff Program identified contaminated storm water as one of the primary causes of water quality impairment. To regulate runoff-related (nonpoint source) discharges, EPA developed a variety of general NPDES Permits for controlling industrial, construction, and municipal storm water discharges.

CWA Section 404

CWA Section 404 establishes a permit program, administered by USACE, regulating discharge of dredged or fill materials into waters of the U.S., including wetlands. Activities in waters of the U.S. that are regulated under this program include fills for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports), and conversion of wetlands to uplands for farming and forestry. CWA Section 404 permits are issued by USACE.

Under CWA Section 404(e), USACE can issue general permits to authorize activities that have minimal individual and cumulative adverse environmental effects. General permits can be issued for a period of no more than 5 years. USACE can issue nationwide permits, which are general permits that authorize activities across the country, unless revoked by a district or division commander. Nationwide permits authorize a wide variety of activities such as linear transportation projects, residential development, commercial and industrial developments, utility lines, road crossings, bank stabilization activities, wetland and stream restoration activities, and certain maintenance activities.

Executive Order 11988 — Floodplain Management

An amendment to Executive Order (EO) 11988 was issued on January 28, 2015, and includes revised guidelines for implementing EO 11988. Amended EO 11988 directs federal agencies to avoid, to the extent practicable and feasible, short- and long-term adverse impacts associated with the occupancy and modification of floodplains, and to avoid direct and indirect support of floodplain development wherever a practicable alternative exists. Each federal agency is

responsible for reducing the risk of flood loss; minimizing the impact of floods on human safety, health, and welfare; and restoring and preserving natural and beneficial values served by floodplains. In addition, amended EO 11988 advises agencies to use a higher flood elevation and expanded flood hazard area than the base flood previously described in EO 11988 to ensure that climate change and other future changes are more adequately accounted for in agency decisions.

New construction and redevelopment in potentially hazardous floodplain areas are principally regulated under local zoning codes that consider FEMA floodplain mapping. FIRM is the official map created and distributed by FEMA and NFIP that delineates the Special Flood Hazard Areas (SFHAs) (areas subject to inundation by the base flood) for every county and community that participates in the NFIP. FIRMs contain flood risk information based on historic, meteorological, hydrologic, and hydraulic data, as well as open-space conditions, flood control works, and development.

Any projects that would affect the hydrologic or hydraulic characteristics of a flooding source and modify an existing regulatory floodway, effective Base Flood Elevations (BFEs), or an SFHA, would trigger the FEMA conditional letter of map revision (CLOMR)/letter of map revision (LOMR) process. A CLOMR ~~was~~ ~~would need to be~~ submitted and ~~a CLOMR letter approved by FEMA~~ dated March 15, 2017 from FEMA was received (Appendix H). The letter indicates that FEMA reviewed and approved the hydraulic analyses, floodplain mapping, and floodway mapping and provided conditions. The analyses showed that the 100-year existing condition base flood elevations increased over FEMA data. However, the prior FEMA data did not include the Fashion Valley Road culverts; and therefore does not accurately represent the BFEs. The BFEs did not increase in comparison to existing conditions as stated in the CLOMR. prior to project construction. As indicated in the CLOMR letter, Upon construction completion of the project, FEMA requires the applicant to and submittal of a follow up LORM. The LORM requires final hydraulic analysis and new BFEs based on the final design. FEMA would issue a LOMR.

State Regulations

Porter-Cologne Water Quality Control Act of 1969

Division 7 of the California Water Code is the basic water-quality control law for California. This law, titled the Porter-Cologne Water Quality Control Act (Porter-Cologne Act) and enacted in 1969, establishes a regulatory program to protect water quality and beneficial uses of state waters.

The Porter-Cologne Act is California's comprehensive water quality control law and is a complete regulatory program, designed to protect water quality and beneficial uses of the state's waters. It requires the nine RWQCBs to adopt water quality control plans (basin plans) for watersheds within their regions. These basin plans are reviewed triennially and amended as necessary by the RWQCBs, subject to the approval of the California Office of Administrative Law, the SWRCB, and ultimately EPA. Moreover, pursuant to the Porter-Cologne Act, these basin plans become part of the California Water Plan when such plans have been reported to the legislature (California Water Code, Section 13141). The Porter-Cologne Act also regulates discharges into a state water body that are not under federal jurisdiction.

In some cases, an RWQCB may issue WDRs under the Porter-Cologne Act that define activities, such as the inclusion of specific features, effluent limitations, monitoring, and plan submittals, that are to be implemented for protecting or benefiting water quality. WDRs can be issued to address both permanent and temporary discharges of a project.

Construction General Permit

Dischargers whose projects disturb 1 or more acres of soil, or less than 1 acre but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the SWRCB's Order 2009-0009-DWQ (as amended by Orders 2010-0014-DWQ and 2012-0006-DWQ), the Construction General Permit (SWRCB 2009). Construction and demolition activities subject to this permit include clearing, grading, grubbing, and excavation, or any other activity that results in a land disturbance equal to or greater than 1 acre.

Permit applicants are required to submit a Notice of Intent to the SWRCB and to prepare a SWPPP. The SWPPP must identify BMPs that are to be implemented to reduce construction impacts on receiving water quality based on potential pollutants. The SWPPP also must include descriptions of the BMPs to reduce pollutants in storm water discharges after all construction phases are completed at a site (post-construction BMPs). The Construction General Permit also includes requirements for risk-level assessment for construction sites, a storm water effluent monitoring and reporting program, rain event action plans, and numeric action levels for pH and turbidity.

Local Regulations

San Diego Regional Water Quality Control Board

As described above, the Porter-Cologne Act requires that RWQCBs adopt water quality control plans (basin plans) for watersheds within their jurisdiction. The San Diego RWQCB (Region 9) is responsible for the basin plan for the San Diego region.

The Basin Plan (RWQCB 1994) establishes WQOs for constituents that could potentially cause an adverse effect or impact on the beneficial uses of water. Specifically, the Basin Plan:

1. Designates beneficial uses for surface and ground waters.
2. Sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to California's anti-degradation policy.
3. Describes implementation programs to protect beneficial uses of all waters in the region.
4. Describes surveillance and monitoring activities to evaluate the effectiveness of the basin plan.
5. Incorporates by reference all applicable State and Regional Board plans and policies.

In addition to basin plan requirements, the RWQCB issues water quality certifications under CWA Section 401. The RWQCB also regulates discharges to, and the quality of, groundwater resources through the issuance of WDRs. WDRs are issued for discharges that specify limitations relative to the Basin Plan (RWQCB 1994).

San Diego Regional Municipal Storm Water Permit

The San Diego Regional Municipal Storm Water Permit (Order R9-2013-0001 [as amended by Order R9-2015-0001]) (Municipal Permit; RWQCB 2013) regulates the conditions under which storm water and non-storm water discharges into and from municipal separate storm water systems (MS4s) are prohibited or limited. The 18 cities, County of San Diego government, County of San Diego Regional Airport Authority, and San Diego Unified Port District each owns or operates an MS4, through which it discharges storm water and non-storm water into waters of the U.S. within the San Diego region. These entities are the County of San Diego Co-permittees (Co-permittees) which, along with the applicable Orange County and Riverside County Co-permittees, are subject to the requirements of the Municipal Permit.

The Municipal Permit establishes prohibitions and limitations with the goal of protecting water quality and designated beneficial uses of waters of the U.S. from adverse impacts caused by or contributed to by MS4 discharges. The Municipal Permit requires that each jurisdiction covered under the permit implement a Jurisdictional Urban Runoff Management Program (JURMP) to control the contribution of pollutants to and the discharges from the MS4. The goal of the JURMPs is to implement water quality improvement strategies and runoff management programs that effectively prohibit non-storm water discharges into the Co-permittees' MS4s and reduce pollutants in discharges from the Co-permittees' MS4s to the maximum extent practicable.

The Municipal Permit requires that the Co-permittees develop a Water Quality Improvement Plan (WQIP) for each of 10 Watershed Management Areas (WMAs) in the San Diego region. These plans identify the highest priority water quality conditions within each watershed and specific goals, strategies, and schedules to address those priorities, including numeric goals and action levels, and requirements for water quality monitoring and assessment. The Co-permittees will implement strategies through their JURMPs to achieve the goals of the WQIPs. The San Diego River WQIP (LWA et al. 2015) applies to the site, which is described in further detail below.

The Co-permittees have developed a Model BMP Design Manual (County of San Diego 2016) to conform to new development requirements of the Municipal Permit (Order R9-2013-0001). The Model BMP Design Manual provides procedures for planning, selecting, and designing on-site structural BMPs for new development and significant redevelopment projects in accordance with Provision E.3 of Order R9-2013-0001. The Model BMP Design Manual became effective on February 26, 2016.

The Model BMP Design Manual requires all projects to implement source-control BMPs to address specific sources of pollutants and apply site design BMPs to the development site. If the project is a priority development project, storm water pollutant control BMPs must be implemented and meet the following performance standards:

1. Retain on-site the pollutants contained in the volume of storm water runoff produced from a 24-hour, 85th percentile storm event by infiltration, evaporation, evapotranspiration, or harvest and reuse, and
 - a. Treat the remaining volume infeasible to retain on-site through biofiltration, and
 - b. Treat the remaining volume infeasible to treat through biofiltration with flow-through treatment control BMPs and participate in alternative compliance methods to mitigate for the pollutants not being retained on-site.
2. Or, the project may be allowed to participate in an alternative compliance program in lieu of fully complying with the on-site performance standards if such a program is available in the jurisdiction of the project. Flow-through treatment control BMPs would also need to be implemented on-site.

Under the Municipal Permit, Co-permittees are required to implement storm water management requirements and controls, which include requirements for storm water BMPs during construction and post-construction, including implementing LID BMPs for development and significant redevelopment to reduce pollutants in storm water runoff from sites through more

natural processes such as infiltration and biofiltration. The Model BMP Design Manual (County of San Diego 2016) provides guidance for the BMP selection process. Design techniques include minimizing impervious areas, conserving natural areas, and utilizing vegetation and landscaping for water quality treatment benefits.

Co-permittees are also required to comply with hydromodification management requirements per the Model BMP Design Manual to mitigate the potential for increased erosion in receiving waters due to increased runoff rates and durations often caused by development and increased impervious surfaces.

Dewatering Permit

Discharges from specified groundwater extraction activities (such as construction dewatering) must be permitted either by the San Diego RWQCB (e.g., under the General Order R9-2015-0013) for groundwater waste discharges to surface waters or authorized by the agency with jurisdiction if discharged to an MS4. Discharge via either of these mechanisms must meet applicable WQOs, constituent limitations, and pretreatment requirements.

City of San Diego Land Development Code

The LDC defines the regulations concerning hydrology and water quality in Chapter 4, Article 3, Division 3, Storm water Management and Discharge Control (Water Quality Controls), Chapter 14, Article 2, Division 2, Storm Water Runoff and Drainage Regulations (Drainage Regulations), and Section 143.0145, Development Regulations for Special Flood Hazard Areas.

The purpose of the Water Quality Controls are to further ensure the health, safety, and general welfare of the citizens of the City of San Diego by controlling and eliminating non-storm water discharges to the storm water conveyance system and reducing the pollutants in urban storm water discharges to the maximum extent practicable (MEP). The Water Quality Controls are pursuant to the federal Water Pollution Control Act [CWA, 33 U.S. Code Section 1251 et seq.] and Municipal Permit Order R9-2013-0001 (as amended) in order to protect and enhance the water quality of the City's watercourses, water bodies, and wetlands. The Water Quality Controls prohibit any non-storm water discharges to the storm water conveyance system and any discharge that results in or contributes to the violation of the Municipal Permit. Any activities that could introduce pollutants to the storm water conveyance system are required to implement BMPs to the MEP.

The purpose of the Drainage Regulations is to:

- (1) Regulate the development of, and impacts to, drainage facilities,
- (2) Limit water quality impacts from development,
- (3) Minimize hazards due to flooding while minimizing the need for construction of flood control facilities,
- (4) Minimize impacts to environmentally sensitive lands,
- (5) Implement the provisions of federal and state regulations, and
- (6) Protect the public health, safety, and welfare.

All development must comply with these regulations and implement measures designed to prevent erosion and control sediment.

The purpose of ESL development regulations, including SFHAs, is to protect, preserve and, where damaged restore, the ESLs of San Diego and the viability of the species supported by those lands. These regulations are intended to ensure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area, encourages a sensitive form of development, and reduces hazards due to flooding in specific areas while minimizing the need for construction of flood control facilities. These regulations are intended to protect the public health, safety, and welfare while employing regulations that are consistent with sound resource conservation principles and the rights of private property owners.

SFHA development regulations include:

- Minimize stream scour;
- Provide erosion protection;
- Maintain water flow velocities as specified by the City Engineer;
- Implement acceptable techniques to control stream sediment include planting riparian vegetation in and near the stream and detention or retention basins;
- Maintain or improve groundwater recharge capability;
- Limit grading and filling to the minimum amount necessary to accommodate the proposed development;
- Cause no adverse water quality impacts to downstream wetlands, lagoons or other sensitive biological resources; and
- Comply with the requirements and regulations of the NPDES, as implemented by the City of San Diego.

City of San Diego Drainage Design Requirements

Drainage Design Manual

The 1984 City of San Diego Drainage Design Manual (City of San Diego 1984) provides policies and procedures for projects to implement regarding hydrology, hydraulics, and design of associated infrastructure to attain reasonable standardization of drainage design throughout the City. The basic considerations are to protect the roadway and property against damage from artificial, storm, and subsurface waters; to provide for public health and safety; and to provide for low maintenance while taking into account the effect of the proposed improvement on traffic and property.

Council Policy 800-04

The purpose of Council Policy 800-04 Drainage Facilities is to establish guidelines for the construction and maintenance of storm water drainage facilities and to identify and assign general financial responsibilities for the construction of various types of drainage facilities.

City of San Diego Storm Water Standards

The primary objectives of the City Storm Water Standards (City of San Diego 2016) are to:

- 1) Prohibit non-storm water discharges.
- 2) Reduce the discharge of pollutants to storm water conveyance systems to the maximum extent practicable by implementing BMPs during the project's construction and post-development (permanent) phases.
- 3) Provide guidance for proper implementation of LID facilities and design approaches.
- 4) Provide guidance for conformance with regional hydromodification management requirements.

The 2012 Storm Water Standards were revised to meet the requirements of the Municipal Permit; the new 2016 Storm Water Standards became effective in January 2016.

San Diego River Watershed Urban Runoff Management Plan

The Municipal Permit requires the Co-permittees in the San Diego River WMA, consisting of the cities of San Diego, El Cajon, La Mesa, and Santee and the County of San Diego, to work collaboratively at the watershed level to develop and implement the San Diego River Watershed

Urban Runoff Management Plan (WURMP). The Storm Water Department is the lead for the City of San Diego's effort in this program.

The program's goal is to positively affect the San Diego River watershed water resources while balancing economic, social, and environmental constraints. The following four objectives address the program's goal:

- 1) Develop and expand methods to assess and improve water quality within the watershed;
- 2) Integrate watershed principles into land use planning;
- 3) Enhance public understanding of water pollution sources; and
- 4) Encourage and develop stakeholder participation.

The program's collective watershed strategy includes activity planning, monitoring, priority assessment, selection, implementation, and assessing effectiveness. The San Diego River WURMP is reviewed annually to identify modifications and improvements.

San Diego River Water Quality Improvement Plan

Provision B of the Municipal Permit requires the phased development and implementation of a WQIP for the San Diego River watershed. As mentioned earlier in the municipal storm water permit section above, the San Diego River WQIP (LWA et al. 2015) applies to the site. The San Diego River WQIP prioritizes and addresses water quality conditions that are influenced by storm drain discharges by applying adaptive planning and management processes that are linked to the highest priority water quality condition relative to these discharges and receiving water quality improvements.

Mission Valley Community Plan

The MVCP identifies the San Diego River floodway, as well as the surrounding canyon and hillside landscapes, as major assets in the creation of an open space system available to all San Diegans. The MVCP seeks to take advantage of the opportunities presented by the unique physical environment of the valley in creating a "quality regional urban center, while recognizing and respecting environmental constraints and traffic needs, and encouraging the valley's development as a community."

While the plan recognizes the potential to establish a unique environment in the City of San Diego, it also notes several conditions that must be considered in future planning efforts. Foremost among these issues is flooding, a significant problem for the surrounding communities.

Impacts of development along the San Diego River and throughout the watershed must be carefully considered. While the River can provide a significant scenic amenity, development must in turn protect that resource by paying careful attention to the sensitive habitat and species of the River corridor. All development in Mission Valley is regulated by the MVPDO unless governed by an approved Specific Plan. The MVPDO regulates development with the intent to “implement the Mission Valley Community Plan through the use of overlay districts regulating development intensity community-wide and providing additional development criteria for projects in the San Diego River and Hillside subdistricts...” The San Diego River Subdistrict of the MVPDO establishes a River Corridor Area and River Influence Area, and identifies development regulations to implement the Master Plan. In most development proposals, public and private projects within the River Subdistrict are required to undergo a discretionary review process and apply for a Mission Valley Development Permit. All development within the floodway and floodplain would be required to be consistent with the LDC, Section 143.0145, Flood Hazard Areas and the Design Guidelines of the SDRPMP.

Development would follow recommendations from DWR to protect water quality and promote groundwater recharge including:

- Use pervious paving material whenever feasible to reduce surface water runoff and aid in groundwater recharge.
- Encourage cluster development, which can reduce the amount of land being converted to urban use. This will reduce the amount of impervious paving created and thereby aid in groundwater recharge.
- Preserve existing natural drainage areas and encourage the incorporation of natural drainage systems in new developments. This would aid in groundwater recharge.
- Floodplains and aquifer recharge areas, which are the best sites for groundwater recharge, should be preserved as open space.

Flood damage prevention measures required to protect proposed development in flood-prone areas would be based on the following guidelines:

- All building structures should be protected against a 100-year flood.
- At least one route of ingress and egress to the development should be available during a 100-year flood.
- The slope and foundation designs for all structures should be based on detailed soils and engineering studies, especially for all hillside developments.

- Revegetation of the slopes should be done as soon as possible.
- The potential damage to the proposed development by mudflow should be assessed and mitigated as required.
- Grading should be limited to dry months to minimize problems associated with sediment transport during construction.

San Diego River Park Master Plan

The SDRPMP (City of San Diego 2013) is the primary policy document for land use policies along and adjacent to the San Diego River. The SDRPMP provides general and reach-specific recommendations for the entire planning area and design guidelines for development within two corridors directly adjacent to the River. Refer to Section 4.1, Land Use, for additional discussion regarding the SDRPMP.

The SDRPMP includes the following features that support Site Planning for the River Corridor Area 100-Year Floodway:

- Development in the floodway should be in accordance with Land Development Code Section 143.0145 (Development Regulations for SFHAs).
- The River bottom and sides should be natural or designed with natural materials and sized to accommodate a 100-year flood as well as provide for groundwater recharge capability.
- The use of gabions and native stone on River sides to dissipate flows should include design features to provide for or preserve wildlife habitats and wildlife movement corridors.
- Where floodway width permits, the bottom of the floodway should be a maximum of 5 percent cross-slope to encourage River braiding and meander.

The SDRPMP includes the following features that support Storm Water Drainage and Water Quality Design:

- Development within the River Corridor Area should comply with the Land Development Code, Chapter 14, Article 2, Division 2, (Storm Water Runoff and Drainage Regulations) and should implement the requirements of the City's Storm Water Standards Manual and the San Diego River Watershed Management Plan. In addition, all projects should include innovative approaches to storm water drainage and water quality management

that incorporates the design principles of sustainable development. These design principles include the following BMPs:

- “Source control” to reduce the initial contribution of pollutants into a water way, such as implementing educational programs on source control, maintenance practices on source control, and/or integrated pest control management.
- “Site design” to reduce runoff and pollutants through the use of permeable surfaces, low water use landscaping, and open spaces, which facilitate the reduction of runoff, pollutants and litter.
- “Treatment control” to maximize pollutant removal from runoff flows in creative systems, which provide multiple functions, such as incorporating landscaping filters (bioswales and detention basins) to reduce flow velocities, to filtering runoff to control erosive processes.

4.6.3 Impact Analysis

Issue 1: Would the project result in a substantial increase in impervious surfaces and associated increased runoff?

Issue 2: Would the project result in a substantial alteration to on- and off-site drainage patterns due to changes in runoff flow rates or volumes?

4.6.3.1 Impact Thresholds

Per the City’s CEQA Significance Determination Thresholds, significant impacts to hydrology may occur:

- *If the project would result in modifications to existing drainage patterns or increased flooding on- or off-site, there may be significant impacts on upstream or downstream properties and to environmental resources.*
- *If the project would impose flood hazards on other properties or if the project proposes to develop wholly or partially within the 100-year floodplain identified in the FEMA maps.*

4.6.3.2 Impact Analysis

The project involves renovation and infill redevelopment of the existing site that would reduce impervious characteristics compared to the existing development. Currently, 26.3 acres (78

percent) of the site consists of impervious surfaces. Under proposed conditions, the amount of impervious surfaces would decrease slightly to 25.3 acres (a 3 percent reduction from existing conditions). Total pervious area would increase from 7.4 acres under existing conditions to 8.4 acres under proposed conditions. Accordingly, peak drainage flows to existing San Diego River outlets and drainage culverts would be reduced under proposed conditions compared to existing conditions, ~~with the exception of the new outlet to the San Diego River (Fuscoe 2016b)~~. Proposed conditions are not expected to result in associated increased runoff or negatively affect downstream facilities since the total overall peak flow rate of the site would be similar to peak flow into existing storm drains under existing conditions (Fuscoe 2016**7**b).

The project would be exempt from hydromodification requirements because the site discharges to an exempt waterbody (San Diego River) and would not increase overall peak flows. However, the project would be developed in compliance with the Municipal Permit and would be required to incorporate LID site design and/or treatment control BMPs. As such, any runoff during construction and post-construction operations would be required to be minimized through these measures. New LID opportunities would be a beneficial impact to the project by increasing pervious areas and thereby reducing runoff volumes. New on-site drainage systems would be constructed to capture and convey storm water runoff. The majority of the site would be connected into existing River outlets ~~and a new outlet, which would have adequate improvements (i.e., new culvert headwall, riprap energy dissipaters) to reduce storm runoff to nonerosive velocities~~. Biofiltration planters and a biofiltration basin would be incorporated into the project design to reduce, ~~infiltrate~~, [filter](#) and manage storm water runoff flows. See the Storm Water Quality Management Plan (Fuscoe 2017**6**a) for detailed information and sizing calculations for the biofiltration basin and planters. Overall, these facilities would capture and treat storm water in order to reduce the runoff volumes associated with the project compared to existing conditions.

The extent of 100-year flood events would not likely be exacerbated by implementation of the project because the project would slightly decrease impervious surface area, which would be expected to reduce local flooding impacts. The entire site is currently mapped within the FEMA floodplain designated as Zone AE. As such, floodplain management would be required to comply with the City Floodplain Management Requirements and FEMA regulations. Portions of the site would be raised several feet above the base flood elevation, including all proposed new residential buildings built within the SFHA of the San Diego River would be constructed with the lowest floor elevated a minimum of two feet above the base flood elevation at that location. A CLOMR has been submitted to FEMA [and a FEMA letter was received dated March 15, 2017 which determined that the project meets the minimum flood plain management criteria of the NFIP](#). The project would be required to be designed per City requirements to avoid impedance or redirection of flood flows to the maximum extent practicable. In addition, water surface

elevations in the San Diego River under proposed conditions would either be maintained at existing levels or lowered during 10-, 50-, and 100-year storm events. Therefore, the potential for downstream flooding impacts to occur would not be increased over existing conditions (Chang Consultants 2015⁶).

Required construction and post-construction activities would be required to adhere to various impact avoidance and minimization measures specified in Section 4.6.5.2. Additionally, the project would be designed in compliance with the Municipal Permit, the City's 2016 Storm Water Standards, and the Model BMP Design Manual (County of San Diego 2016) to help maintain existing hydrologic conditions. The City's Storm Water Standards would mandate inclusion of LID and runoff management, which would reduce impervious surfaces and runoff volumes from current conditions, thereby improving the potential for flooding of the site. By successfully complying with these measures, runoff during construction and post-construction operations would be minimized.

4.6.3.3 Significance of Impacts

Construction of the project would introduce new impervious surfaces, but when compared to the existing condition, the amount of impervious surfaces would be slightly reduced. Furthermore, the project would be designed consistent with all applicable regulations. With adherence to applicable regulations, the project would not affect the rate or volume of surface runoff. Impacts would be less than significant.

4.6.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.6.4 Impact Analysis

Issue 3: Would the project result in increased erosion and sedimentation in downstream waterbodies?

4.6.4.1 Impact Thresholds

Per the City's CEQA Significance Determination Thresholds, significant impacts to hydrology may occur:

- *If a project would drain into a sensitive waterbody or stream, there may be significant impacts on stream hydrology if uncontrolled runoff results in erosion and subsequent sedimentation of downstream waterbodies.*

4.6.4.2 Impact Analysis

Implementation of the project could potentially allow pollutants to enter receiving waters. Standard construction and post-construction phase BMPs would be required, in accordance with both the Municipal and Construction General permits, to control construction- and operation-related erosion and sedimentation impacts. Erosion and sediment controls would be used, and a project-specific SWPPP would be in place during construction activities to reduce the amount of soils disturbed, control erosion, and prevent sediment transport in runoff to surface/receiving waters. Erosion control plans would be prepared and submitted to the State of California and City of San Diego prior to construction.

In addition, as discussed above, proposed conditions are not expected to result in associated increased runoff or negatively affect downstream waterbodies as impervious area would be reduced and the total overall peak flow rate of the site would be similar to peak flow into existing storm drains under existing conditions. New on-site drainage systems would be constructed to capture and convey storm water runoff with greater pollutant treatment and better control; ~~the new proposed outlet would have riprap energy dissipaters to reduce storm runoff to nonerosive velocities.~~ Furthermore, the project would be developed in compliance with the Municipal Permit and would be required to incorporate LID site design and/or treatment control BMPs per the City's Storm Water Standards and the Model BMP Design Manual (County of San Diego 2016). As such, any runoff during construction and post-construction operations would be required to be minimized through these measures.

Adherence to the regulations above and various impact avoidance and minimization measures specified in Section 4.6.5.2 would reduce potentially significant impacts associated with erosion and sedimentation.

4.6.4.3 Significance of Impacts

The project would incorporate construction, operation, and site design standards per the City's storm water requirements. Adherence with the regulations would preclude considerable contribution to erosion and sedimentation in downstream waterbodies. Impacts would be less than significant.

4.6.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.6.5 Impact Analysis

Issue 4: Would the project result in an increase in pollutant discharge to receiving waters during construction or operation, including discharge to an impaired waterbody or violate federal, state, or regional water quality standards or waste discharge requirements?

4.6.5.1 Impact Thresholds

Per the City's Significance Determination Thresholds, compliance with the Water Quality Standards is ensured through compliance with the City's Storm Water Standards of the Municipal Code and implementation of BMPs. Compliance with water quality standards is generally considered sufficient to preclude significant impacts.

4.6.5.2 Impact Analysis

In addition to local, city-specific requirements, regional, state, and federal water quality standards are currently implemented through a variety of programs and permits under the auspices of the SWRCB. These standards have been set to control both point and nonpoint sources of water pollution. However, the size and location of this project warrant an evaluation of potential impacts in spite of adherence to the standards. Therefore, implementation of the project could potentially allow pollutants to enter receiving waters during construction activities.

In addition, as previously discussed, the project would be implemented in proximity to a 303(d)-listed water body (i.e., San Diego River), which is listed as being impaired for indicator bacteria (fecal coliform and *Enterococcus*), low dissolved oxygen, manganese, nitrogen, phosphorus, TDS, and toxicity. Development near this impaired water body could potentially generate some of these pollutants that would exacerbate existing impairments, cause additional pollution, and impact water quality if not properly controlled.

The project could allow pollutants to enter receiving waters through the following typical construction activities:

- Building foundation earthwork and excavation/grading that could allow sediment to enter surface/receiving waters during storm events.

- Site preparation, demolition, and construction activities that would require the use of dust suppression methods (i.e., wet methods) to limit the volume of airborne particulates generated during these activities. Runoff from the spraying of soil with water could enter surface/receiving waters during storm events unless control measures and BMPs are implemented.
- Demolition and/or construction activities that could involve spills or releases from associated equipment (e.g., spills during refueling and maintenance activities, oil leaks from equipment). These contaminants could enter surface/receiving waters during storm events unless control measures are implemented.

All project components would be required to adhere to local, state, and federal water quality standards. This would include applying for and complying with storm water permits, all relevant sections of the CWA, and all other relevant standards and regulations.

Future development in the site would be required to be developed in compliance with the Municipal and Construction General permits, the City's Storm Water Standards, and the Model BMP Design Manual (County of San Diego 2016). As such, any runoff during construction and post-construction operations would be required to be minimized and treated through recommended source control, site design, and/or treatment-control BMPs mandated by these measures. Erosion and sediment controls would be used, and a project-specific SWPPP would be in place during construction activities to reduce the amount of soils disturbed, prevent erosion and sediment transport into receiving waters, and control/minimize pollutants in site runoff. Typical construction BMPs would include, but not be limited to, silt fence, fiber rolls, storm drain inlet protection, soil binders, street sweeping and vacuuming, stabilized construction entrance/exit, containment of material delivery and storage areas, and management of concrete and other construction and hazardous wastes.

Because the project would be subject to the Construction General Permit (2009-0009-DWQ), it would be required to adhere to the following requirements:

- Monitoring and reporting of pH and turbidity in storm water discharges;
- Risk level assessments and a more stringent monitoring and reporting requirement for higher risk sites;
- A Rain Event Action Plan for higher risk sites;
- Annual reporting on monitoring activities; and

- Specific training or certifications of key personnel (e.g., SWPPP preparers, inspectors) to ensure that their level of knowledge and skills are adequate to design and evaluate project specifications that would comply with Construction General Permit requirements.

Operation of the project is not expected to increase the potential for pollutant loading into surrounding water bodies (the San Diego River) since impervious area would be reduced and overall peak flows would be similar to existing conditions. The City's Storm Water Standards and the Model BMP Design Manual (County of San Diego 2016) would mandate inclusion of LID, which would reduce runoff volumes and improve water quality over current conditions. The increase in total pervious area (from 7.4 acres to 8.4 acres) would further reduce impacts to surface water by improving the infiltration potential for storm water runoff percolation into the ground. Biofiltration planters and a biofiltration basin would be incorporated into the project design to reduce, infiltrate and/or filter, and treat storm water runoff flows. The biofiltration planter systems would minimize directly connected impervious areas. The proposed parking lots, building roof areas, and hardscape associated with the project would drain to the proposed biofiltration planter systems for water quality treatment through the use of curb breaks, roof drain downspouts, or piping. Riprap energy dissipaters would be located at discharge points (e.g., roof drain downspouts, pipe outfalls, etc.) to minimize erosion from occurring. The biofiltration basin would filter water through vegetation and soil, or engineered media prior to infiltrating into native soils. The biofiltration basin and planters would be appropriately sized to ensure water quality treatment. Overall, these facilities would capture and treat storm water in order to improve water quality associated with the project compared to existing conditions. In addition, the project would be required to comply with applicable WDRs in the operation and maintenance of the sump pump in the underground parking structure to ensure that the pump can operate in all weather conditions with minimal maintenance and prevent the contamination of surface water (i.e., San Diego River) from improper design and/or maintenance.

As discussed above, the project would be in compliance with the Municipal and Construction General permits, the City Storm Water Standards, and the Model BMP Design Manual (County of San Diego 2016), and any runoff during construction and post-construction operations would be required to be minimized and treated through recommended LID site design and/or structural BMPs mandated by these measures. Construction and post-construction activities would be required to adhere to various project design features specified below, likely minimizing the potential for impacts associated with the degradation of surface water and groundwater quality. Compliance with these measures would ensure significant impacts associated with water quality standards or WDRs would be avoided.

Project Design Features

As a condition of project approval, the project's construction and post-construction activities would be required to adhere to various federal, state, and local standards, as well as the project design features specified below. By successfully complying with these, impacts associated with construction- and operation-related impacts (i.e., surface water quality and water quality standards) would be avoided through LID site design and/or structural BMPs mandated by these measures. Total overall peak storm water flow rates of the project would be similar to existing conditions. No significant impacts are anticipated to occur as a result of implementation of the project as conditioned.

The following describes how existing policies, regulations, and procedures aim to reduce potential impacts related to hydrology and water quality that may otherwise occur with implementation of the project.

In compliance with the Municipal Permit, the City's Storm Water Standards, and the Model BMP Design Manual (County of San Diego 2016), site design of the project would be required to incorporate the following measures as applicable:

- Projects would implement LID features for the long-term post-construction (operational) phase. Water-quality benefits would be provided through LID designs, source controls, and treatment controls. Depending on site conditions, purpose, and surrounding landscape, the following features would be considered:
 - Integrating biofiltration basins, planters, or similar earth-based vegetated systems to reduce, filter, and treat storm water runoff associated with permanent impervious features.
 - Conforming to the natural topography of the existing site to promote sheet flow and natural surface drainage.
 - Optimizing the use of storm water BMPs and landscaping vegetation in unpaved areas where applicable.
 - Preserving existing vegetation and utilizing drought-tolerant vegetation to the maximum extent practicable.
 - Minimizing impervious footprint of the site by increasing building density (i.e., taller structures), and reducing the size of streets, sidewalks, and parking lots.
 - Allowing runoff from impervious areas to flow into adjacent landscaped areas to promote natural treatment of runoff.

- Integrating energy dissipaters (i.e., riprap) for protection against erosion and sediment transport at discharge points.
- Selecting and designing access routes to minimize impacts to receiving waters, in particular the discharge of identified pollutants to an already impaired water body.
- Designing projects located within the 100-year flood zone to minimize the risk of property loss, injury, or death from flooding events in compliance with FEMA floodplain requirements.

Construction would implement the following:

- Before initiation of future projects within the site, compliance with the planning requirements established by the Construction General Permit Order 2009-0009-DWQ, NPDES CAS000002 (as amended by Orders 2010-0014-DWQ and 2012-0006-DWQ), would be established for traditional construction sites. Under the Construction General Permit, the following are required:
 - The contractor would provide a Qualified SWPPP Developer (QSD) to complete a risk determination and prepare a draft SWPPP in accordance with the risk-level requirements in the Construction General Permit. The SWPPP would be prepared by a QSD certified by the California Storm Water Quality Association.
 - The contractor would obtain coverage under the Construction General Permit by uploading Permit Registration Documents (i.e., Notice of Intent, SWPPP, and other compliance-related documents required of Order 2009-0009-DWQ) to the California Storm Water Multi-Application and Report Tracking System (SMARTS) website. A Waste Discharge Identification number would be received from SMARTS before initiation of any soil disturbance.
 - Project construction would comply with all provisions described in the Construction General Permit, and would strictly follow the SWPPP under the direction of a Qualified SWPPP Practitioner (QSP) provided by the contractor. The QSP would maintain and update the SWPPP as necessary to track modifications, BMP locations and implementation, training, and other requirements. The certification statement would be included in the on-site SWPPP. The QSP would be a separate individual from the QSD.
 - The contractor would be responsible for conducting all required inspections, sampling, recordkeeping, and corrective actions.

- After completion of construction activities, the contractor would prepare the Notice of Termination and supporting documentation to submit to the SWRCB via the SMARTS website. To terminate coverage, the project would have to meet permanent stabilization requirements specified by the Construction General Permit, and an acceptance of the Notice of Termination would have to be received from the SMARTS system.
- The contractor would submit an Annual Report to the SWRCB through SMARTS. The Annual Report would have to be accepted by the SWRCB before the contractor could be released from the contract.
- The SWPPP would specify measures to avoid or minimize construction-related surface water pollution to include proper runoff controls, pollutant source controls, and runoff treatment controls (when other nontreatment controls are insufficient for reducing runoff pollutant loads). Project construction would comply with all provisions described in the Construction General Permit and would strictly follow the SWPPP. The QSD would provide SWPPP updates for the QSP to implement so that conditions at the site are in compliance as site conditions change, BMP locations and types are modified as necessary, and evolving training needs are met.
- The construction SWPPP would include the water quality protection and monitoring measures required in the Construction General Permit (Order 2009-0009-DWQ), but would also address the following project-specific practices:
 - Clearing and grading of native vegetation would be limited to the minimum amount needed to construct, allow access to, and provide fire protection for if earthwork is conducted during the wet season.
 - Advanced BMP treatment controls (e.g., active treatment systems employing sedimentation traps/ponds with flocculant addition, redundant BMPs, or treatment trains) would be considered when construction sites are less than 500 feet from sensitive receiving waters (i.e., San Diego River).
 - Materials and waste management programs would be implemented during construction within the project limits and on equipment/material laydown areas. Programs would be for solid, sanitary, septic, hazardous, contaminated soil, concrete, and construction waste management; spill prevention; appropriate material delivery and storage; employee training; dust control; and vehicle and equipment cleaning, maintenance, and fueling. Each of these programs would address proper secondary containment requirements, spill prevention and protection, structural material storage needs, proper concrete washout design and containment, perimeter and surface protection for laydown and maintenance

areas, and relaying all such requirements to construction staff. Storage, use, and disposal of hazardous materials would be conducted in accordance with local, state, and federal guidelines pertaining to handling, storage, transport, disposal, and use of such materials.

- The SWPPP and storm water BMPs would consider design, placement, and discharge locations to avoid impacts to listed species and their habitats.
- Storm water BMPs would include the following practices, which would be detailed in the SWPPP:
 - Sediment and erosion controls would be installed prior to soil disturbance on the construction site. Where determined necessary, silt fencing, straw wattles, temporary earthen berms, or similar runoff barriers would be placed around the perimeter of the site and properly installed and maintained to control erosion. Points of discharge from these BMPs or other points of concentrated runoff would employ scour/erosion control.
 - Stockpiles of soil, concrete, and other materials would be covered with a tarp or blanket and/or surrounded with straw wattles or gravel bags. Slopes would be protected with straw wattles or blankets. All straw wattles would be certified as weed-free.
 - Whenever possible, grading would be phased to limit soil exposure and minimize potential sediment transport. Finished areas would be revegetated and/or hydroseeded as soon as possible with native species known to exist in the site.
 - Storm drain inlets would be protected using gravel bags or certified weed-free straw wattles, filter fabrics, absorbent socks, rubber covers, or other materials appropriate for the location. Construction entrances and laydown areas would be stabilized. Materials that could impact storm water runoff would be required to be stored in lockers, on pallets, inside rubber berms, indoors, or under a cover. Material storage areas would be located away from existing storm drains and surface waters.
 - Sedimentation basins would be constructed where appropriate and would include standpipe design discharge outlets that allow collected water to drain off at a controlled rate (i.e., drain within 72 hours). Supplemental BMPs for scour protection and erosion control would also be integrated at discharge outlet points, overflow spillways, or similar areas prone to concentrated flow.
 - Check dams would be used to reduce runoff velocities where necessary.

- BMP structural facilities would be regularly inspected and repaired. Damaged or worn silt fences, wattles, gravel bags, and other BMPs would be replaced when they are found to be inadequate or ineffective.
- Fueling and maintenance of equipment would take place within existing paved areas or the identified laydown area, but not closer than 100 feet to drainages. Cleaning of vehicles and equipment would take place off-site to the greatest extent possible. If it is necessary to clean vehicles on-site, vehicles may be rinsed with water, and designated bermed areas would be used to prevent rinse water contact with storm water and other water bodies. Soaps or detergents would not be used. Collected rinsate would be transferred to a temporary holding tank or a vacuum truck (a vacuum truck with a tank on board for collecting wastewater and sediment) for discharge off-site (e.g., batch discharge to a sanitary sewer with proper authorization and clearance).
- Construction equipment staging and access, and disposal or temporary placement of excess fill within drainages or other wetland areas, would be prohibited.

The following post-construction measures would be implemented:

- Once construction is completed, an operations and maintenance program would be developed and implemented in compliance with applicable sections of Municipal Permit Order R9-2013-0001, the City's Storm Water Standards, and the Model BMP Design Manual, which would be implemented for the life of the project to ensure the continued effectiveness of post-construction BMPs. Maintenance activities would vary from area to area depending on the BMPs in place, but would include the following:
 - Cleaning and removing debris, litter, and/or sediment from BMPs before each wet season (i.e., September), after major storm events, and during routine maintenance.
 - Mowing and maintaining vegetated BMPs (e.g., maintaining biofiltration planters and basins to original cross sections and infiltration rates).
 - Seeding or sodding to restore or maintain ground cover.
 - Repairing erosion areas and stabilizing repairs with additional erosion-control measures.
 - Removing and replacing all dead and diseased vegetation as necessary to maintain vegetation coverage and minimize erosion. Replacement vegetation would not include any invasive species.

- Managing fertilizer use (particularly in the wet season) and minimizing or avoiding herbicide or pesticide applications during all times of the year.
- Maintaining BMP vegetation health (i.e., periodic irrigation or batch watering) without causing runoff from over-irrigation.
- Implementing structural and nonstructural programs (i.e., routine procedures or practices) to prohibit the storage of uncovered hazardous substances in outdoor areas and implementing good housekeeping procedures on a routine basis.

4.6.5.3 Significance of Impacts

The project would provide appropriate source control, site design, and treatment-control BMPs as required by the City's Storm Water Standards during construction and post-construction. These requirements have been reviewed by qualified staff and would be reverified during the ministerial process. Adherence with the standards would preclude considerable contribution to water quality. Impacts would be considered less than significant.

4.6.5.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.7 NOISE

This section includes a description of existing noise conditions, a summary of applicable regulations, and an analysis of construction and operational noise impacts of the project. The information presented in this section is based on the *Noise Technical Study for the Town & Country Hotel and Convention Center Transit Oriented Development Project* prepared by AECOM in 2016 (Appendix I of this EIR). (Note: Noise issues associated with land use compatibility are addressed in Section 4.1, Land Use.)

4.7.1 Existing Conditions

Noise Descriptors

Noise is generally defined as sound that is loud, unpleasant, unexpected, or undesired, and, therefore, may cause general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment. Sound levels are usually expressed in units of decibels (dB), measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for quantifying the magnitude of earthquakes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3-dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum; therefore, noise levels are factored more toward human sensitivity using the “A” weighting scale, expressed as dBA. Human perception of noise has no simple correlation with acoustical energy; the perception of noise is not linear in terms of acoustical energy. An average healthy ear can barely perceive a change of 3 dB, can readily perceive a 5-dB change, and an increase of 10 dB is perceived as twice as loud (Caltrans 2011). In addition, Table 4.7-1 identifies noise levels from common indoor and outdoor noise activities.

In addition to noise levels at any given moment, the duration and averaging of noise over time is also important for the assessment of potential noise disturbance. Community noise levels vary continuously and most environmental noise includes a conglomeration of frequencies from distant sources that create a relatively steady background noise in which no particular source is identifiable. Noise levels varying over time are averaged over a period of time, usually hour(s), expressed as dBA L_{eq} , which typically assumes a 1-hour average noise level. The maximum noise level (L_{max}) is the highest sound level occurring during a specific period.

Table 4.7-1
Common Indoor and Outdoor Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 300 m (1,000 ft)	100	
Gas Lawn Mower at 1 m (3 ft)	90	
Diesel Truck at 15 m (50 ft), at 80 km/hr (50 mph)	80	Food Blender at 1 m (3 ft) Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area Heavy Traffic at 90 m (300 ft)	60	Normal Speech at 1 m (3 ft)
Quiet Urban Daytime	50	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
	0	Lowest Threshold of Human Hearing

Source: Caltrans 2009

Time of day is also an important factor to consider when assessing potential community noise impacts, as noise levels that may be acceptable during the daytime hours may create disturbance during evening or nighttime hours, when people are typically at home and sleeping. To characterize average noise levels over a 24-hour period, the Community Noise Equivalent Level (CNEL) descriptor is used, which is calculated from hourly L_{eq} values, with 5 dBA added to the hourly L_{eq} levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dBA added to the hourly L_{eq} levels occurring between 10:00 p.m. and 7:00 a.m., to reflect the heightened noise sensitivity and greater disturbance potential from evening and nighttime noise, respectively.

Noise levels attenuate with distance at a rate of 6 dBA per doubling of unobstructed distance between a point source (e.g., construction equipment) and receiver, and 3 dBA per doubling of distance from a line source (e.g., moving traffic). Intervening topography, structures, and sound absorptive ground surface can further attenuate noise levels. An acoustically “soft” vegetated ground surface can further reduce noise levels by up to -1.5 dBA, and a large barrier between a noise source and a receiver can reduce noise levels from 5 to 10 dBA at that receiver.

Existing Noise Conditions

Noise Sources

The existing noise environment is primarily influenced by noise from vehicle traffic on the roadways adjacent to and in proximity to the project site. The predominant source of traffic noise on the project site is from I-8, which is a 9-lane east-west expressway with a posted speed limit of 65 mph, adjacent to Hotel Circle North along the southern boundary of the project site, and SR-163, which is an 8-lane north-south freeway with a posted speed limit, as close as approximately 800 feet east of the eastern boundary of the project site. Other roadways adjacent to the project site that contribute traffic noise include Fashion Valley Road, Riverwalk Drive, Camino De La Reina, and Avenida Del Rio, which are two- and 4-lane roadways with a posted speed limit of 35 mph. Existing ADT volumes of project roadways adjacent to the project site are provided in Table 4.7-7.

The traffic study conducted for the project included capacity analyses of project roadway segments and intersections to determine LOS, based on scale of LOS A through F (free flowing to severe congestion). Under existing conditions during peak hour conditions, project intersections currently operate at LOS D or better (i.e., acceptable), and project street segments operate at LOS D or better, except for Riverwalk Drive (LOS E), Camino De La Reina (LOS F), and Hotel Circle North (LOS F) (i.e., unacceptable) (LL&G 2015).

The secondary noise source on the project site is activity at the adjacent Fashion Valley Transit Center, including arrivals and departures from trolleys and buses approximately every 15 minutes.

Other noise sources on the project site are random aircraft flyovers including high altitude commercial and military jet aircraft, local traffic helicopters, and small private aircraft. The closest airports to the project site include SDIA (approximately 3 miles to the southwest) and Montgomery-Gibbs Executive Airport (approximately 4 miles to the north).

The project site is located approximately 3 miles northeast of SDIA's runway noise level contours. As discussed in Section 4.1-2, the project site is located outside of the SDIA's AIA for Noise and Safety, but within the AIA for Airspace Protection and Overflight (San Diego County Regional Airport Authority 2014).

The project site is located approximately 4 miles south of the Montgomery-Gibbs Executive Airport runway noise contours and approach/departure. Prevailing winds are out of the west; therefore, aircraft will typically arrive and depart to the west of the runway. This airport accommodates propeller aircraft including helicopters, and small turbojet aircraft. As discussed in Section 4.1-2, the project site is located within the airport's AIA (Review Area 2); outside of the AIA for Noise, Safety, and Overflight, but within the FAA Height Notification Boundary for Airspace Protection) (San Diego County Regional Airport Authority 2010).

Ambient Noise Levels

Ambient noise levels on the project site would include the combination of noise levels from these off-site sources as well as on-site noise sources of hotel and commercial activities. Ambient noise measurements and observations were performed at the existing noise-sensitive receptors of the existing bird habitat and in the vicinity of the proposed residences in proximity to vehicle traffic. All noise measurements were taken by an AECOM noise specialist using sound level meters (SLMs) manufactured by Larson-Davis, Inc. (LD) Models 824 and 820. The SLMs were programmed in "slow" response mode, and to record noise levels in A-weighted mode. All noise measurements were taken approximately 5 feet above ground level using stationary tripods. SLMs were calibrated before and after each measurement using an LD Model CAL 200 calibrator.

On Thursday, October 30, 2014, short-term (ST) and long-term (LT) daytime ambient noise levels were measured at the sensitive bird habitat of the floodplain of the San Diego River in the northern portion of the project site near the transit station, as shown in Figure 4.7-1. Noise sources were from vehicle traffic, primarily on Fashion Valley Road, trolley and bus traffic at the transit center, bird vocalizations, and occasional small aircraft flyovers. Noise level measurements and observations are summarized in Table 4.7-2.

As shown in Table 4.7-2, measured ambient noise levels ranged from 55.7 to 67.6 dBA L_{eq} (58 to 70 dBA CNEL), with highest L_{eq} and CNEL values at the ST locations nearest Fashion Valley Road (ST-1 and ST-6), which decrease at ST locations farther away from Fashion Valley Road (ST-5 and ST-9).



Image courtesy of USGS © 2015 Microsoft Corporation © 2015 Nokia © AND

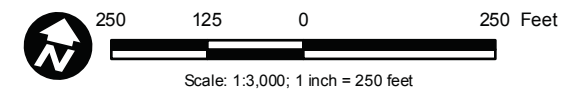


Figure 4.7-1
Noise Measurement Locations

This page intentionally left blank.

Table 4.7-2
Ambient Noise Measurement Data – Sensitive Bird Habitat

Site ID*	Location	Start Time	CNEL** (dBA)	L _{eq} (dBA)	L _{max} (dBA)	L _{min} (dBA)	Noise Sources
Southern side of River							
ST-1	75 feet east of Fashion Valley Rd along hotel driveway	10:43	70	67.6	78.2	51.8	Traffic on Fashion Valley Rd, trolley traffic, bird vocalizations, landscaping
ST-2	125 feet east of Fashion Valley Rd along hotel driveway,	10:59	63	60.9	68.4	51.6	Traffic on Fashion Valley Rd, trolley traffic, bird vocalizations, landscaping
ST-3	200 feet east of Fashion Valley Rd along hotel driveway	11:15	61	58.6	67.0	54.0	Traffic on Fashion Valley Rd, trolley traffic, bird vocalizations, landscaping, HVAC
ST-4	300 feet east of Fashion Valley Rd along hotel driveway	11:32	59	57.2	66.7	53.6	Traffic on Fashion Valley Rd, trolley traffic, bird vocalizations, landscaping, HVAC
ST-5	425 feet east of Fashion Valley Rd along hotel driveway	11:49	58	55.7	63.9	51.3	Traffic on Fashion Valley Rd, trolley traffic, bird vocalizations, plane flyover
LT-1	Just east of foot bridge, at edge of habitat	9:27	na	55.0	79.4	44.2	Vehicle and bus traffic, trolley traffic, bird vocalizations
Northern side of River							
ST-6	100 feet east of Fashion Valley Rd along hotel parking	14:32	62	60.2	71.5	53.2	Traffic on Fashion Valley and Riverwalk Rd, trolley and bus traffic
ST-7	150 feet east of Fashion Valley Rd along hotel parking	14:48	61	58.9	71.3	54.8	Traffic on Fashion Valley and Riverwalk Rd, trolley and bus traffic
ST-8	250 feet east of Fashion Valley Rd along hotel parking	15:03	63	60.5	71.8	54.9	Traffic on Riverwalk Rd, trolley and bus traffic
ST-9	325 feet east of Fashion Valley Rd along hotel parking	15:20	60	58.0	68.7	54.6	Traffic on Riverwalk Rd, trolley and bus traffic
ST-10	Center of foot bridge to hotel and transit center over River.	15:38	61	58.9	68.7	54.6	Traffic on Riverwalk Rd, trolley and bus traffic, pedestrians passing

* The Site ID corresponds to locations shown in Figure 4.7-1, Noise Measurement Locations.

ST = Short-term; LT = Long-term.

The ST measurements were conducted continuously over a 15-minute period; the LT measurement was conducted continuously during the daytime over an 8-hour period. During the measurements, the weather was clear and dry, with winds slightly breezy (2 to 3 mph), and temperatures ranging between 57 to 65 degrees Fahrenheit.

na = not available

**CNEL values calculated from measured daytime L_{eq} and estimates of evening and nighttime L_{eq} as determined from measured dBA differences between daytime, evening, and nighttime periods during a recent 24-hour outdoor ambient sound level measurement survey in Mission Valley along San Diego River near I-8.

On Thursday, February 5, 2015, two LT day-night (24-hour) noise measurements were conducted at the proposed location of multi-family residences along the southern boundary of the project site adjacent to Hotel Circle North and I-8. One LT measurement (LT-2) was conducted at the southwest corner of the project site near the signalized intersection of Hotel Circle North and Fashion Valley Road, and one LT (LT-3) was conducted near the southeast corner of the project site near the intersection of Hotel Circle North and South, and Camino De La Reina. The noise measurement locations are shown in Figure 4.7-1. Noise sources were from vehicle traffic on Hotel Circle North and I-8. Noise level measurements and observations are summarized in Table 4.7-3.

Table 4.7-3
Ambient Noise Measurement Data – Proposed Residences

Site ID*	Location	Start Time	CNEL (dBA)	L _{eq} (dBA)	L _{max} (dBA)	L _{min} (dBA)	Noise Sources
LT-2	southwest corner of the project site	15:33	71.7	67.9	97.6	43.8	Vehicle traffic on roadways; bus and trolley traffic from transit station, bird vocalizations, landscaping
LT-3	southeast corner of the project site	16:33	68.1	63.7	94.6	42.7	Vehicle traffic on roadways; bus and trolley traffic from transit station, bird vocalizations, landscaping

* The Site ID corresponds to locations shown in Figure 4, Noise Measurement Locations.

LT = Long-term

LT measurements were conducted continuously over a 24-hour period on February 5 through 6, 2015. During the measurements, the weather was clear and dry, with winds slightly breezy (2 to 2.5 mph), and temperatures ranging between 57 to 65 degrees Fahrenheit.

As shown in Table 4.7-3, 24-hour average noise levels (L_{eq}) ranged from 67.0 to 63.7 dBA L_{eq} for LT-2 and LT-3, respectively. The corresponding CNEL values were 71.7 dBA and 68.1 dBA for LT-2 and LT-3, respectively. The noisiest hour (i.e., the hour with the greatest volumes at full speed) occurs during the late afternoon commute period from 5:00 p.m. to 6:00 p.m. at 70.7 and 66.6 dBA L_{eq} for LT-2 and LT-3, respectively.

Noise-Sensitive Land Uses

Noise-sensitive receptors are land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise on sleeping, studying, or convalescing activities. Noise-sensitive receptors typically include residential dwellings, dormitories, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities (i.e., classrooms), passive recreation areas, daycare facilities, and libraries. The Noise Element of the City's General Plan defines noise-sensitive land uses to include, but not necessarily limited to, residential uses, hospitals, nursing facilities, intermediate care facilities, child educational facilities, libraries, and museums (City of San Diego 2015).

Currently, there are no human noise-sensitive receptors on the project site or in proximity to the project site, as defined by the City; The project site currently includes occupied hotel rooms; however, hotels and motels are not typically considered noise-sensitive receptors and are not defined as such by the City (City of San Diego 2015). The nearest human noise-sensitive receptors currently in proximity to the project site are off-site residences, specifically, multi-family housing approximately 770 feet to the north, northwest on Fashion Valley Road at Friars Road. The nearest single-family housing is approximately 1,550 feet to the southwest across I-8, approximately 232 feet in elevation on the south rim of Mission Valley. The nearest medical or educational facilities are located over 2,000 feet to the south, over 300 feet in elevation beyond

the south rim of Mission Valley, which would provide a barrier to line-of-sight (i.e., noise barrier) with the project site.

In addition to human receptors, protected animal species and their habitats, e.g., special-status bird species, may be considered noise-sensitive receptors during their breeding season. Special-status species are plant and wildlife species that have been afforded protection or special recognition by federal, state, or local resource agencies or organizations. Special-status species typically have relatively limited distribution and may require specialized habitat conditions. Special-status bird species have been observed and/or have moderate to high potential to occur within the floodplain of the San Diego River adjacent to the northern boundary of the project site based on presence of suitable habitat (AECOM 2015). Noise generated by construction activities in proximity to sensitive habitat can result in temporary, indirect impacts of destruction of habitat and/or avoidance of habitat by wildlife. These potential impacts are addressed in the Section 4.4, Biological Resources, and the project's BTR (AECOM 2017⁶), and summarized in this Noise section.

Vibration

In addition to noise, project construction and operation activities generate vibration (i.e., energy transmitted in waves through the soil mass), which generally dissipate with distance from the vibration source due to spreading of the energy and frictional losses. The energy transmitted through the ground as vibration, if great enough and in proximity to structures and humans, can result in structural damage and human annoyance, respectively.

Construction activity and traffic on rough (i.e., unpaved or uneven) roads generate varying degrees of groundborne vibration, depending on the type of construction equipment and duration and number of activities, distance between source and receptor, and intervening geology. Rock blasting, demolition of structures, and impact equipment (e.g., pile driving) generate the highest vibration levels at the source. Heavy truck transport can also generate groundborne vibrations, which vary depending on vehicle type, weight, and pavement conditions.

Groundborne vibrations from typical construction activities (i.e., non-impact) do not often reach levels that can damage structures in proximity to construction, but their effects may manifest and be noticeable in buildings that are within 25 feet of construction activities. Construction vibration potential for building damage is assessed in terms of peak particle velocity (ppv), typically in units of inches per second (in/sec). In addition to structural damage, the vibration of room surfaces affects people as human annoyance. Typically, the vibration threshold level for human annoyance and structural damage is 0.1 in/sec ppv and 0.2 ppv (Caltrans 2002).

4.7.2 Regulatory Framework

Federal

The Federal Transit Administration (FTA) and FHWA provide noise and vibration guidelines for project construction including vibration thresholds for structural damage and human annoyance, and maximum noise levels and usage factors for construction equipment.

State of California

Title 24 of the California Administrative Code requires that residential structures, other than detached single-family dwellings, be designed to prevent the intrusion of exterior noise so that the interior with windows closed and attributable to exterior sources does not exceed 45 dBA CNEL in any habitable room. CBC Section 1208A.8.2 implements this standard by stating that “interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room.”

City of San Diego

Noise Ordinance

The City’s Noise Ordinance is contained in SDMC, Chapter 5, Article 9.5, Noise Abatement and Control (City of San Diego 2010). The noise ordinance regulates noise generated by on-site sources associated with project operation, such as HVAC units. The noise limits of the City Noise Ordinance for various land uses by time of day are shown in Table 4.7-4.

Table 4.7-4
Property Line Noise-Level Limits by Land Use and Time of Day

Land Use Zone	Time of Day	One-Hour Average Sound Level (dB)
1. Single-Family Residential	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
2. Multi-Family Residential (Up to a maximum density of 1/2,000)	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
3. All Other Residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
4. Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
5. Industrial or Agricultural	Any time	75

Source: City of San Diego 2010

Section 59.5.0701 of the City's Noise Ordinance requires that multi-family dwellings conform to the noise insulation standards of the California Administrative Code, Title 24, Section T25-28, Noise Insulation Standards.

The City's Noise Ordinance also regulates noise produced by construction activities. Construction activities are prohibited between the hours of 7 p.m. and 7 a.m. and on Sundays and legal holidays, except in the case of emergency. Section 59.5.0404 of the Noise Ordinance limits construction noise to an average sound level of 75 dBA at the affected property line during the 12-hour period from 7 a.m. to 7 p.m. (City of San Diego 2010).

Significance Determination Thresholds

4.7.3 Impact Analysis

Issue 1: Would the project result in or create a significant increase in the existing ambient noise level?

4.7.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, noise impacts may be significant if the project would result in the following:

- *Exposure of people to noise levels that exceed the City's adopted construction noise ordinance (75 dBA L_{eq} at the affected property line between the hours of 7 a.m. to 7 p.m.);*
- *Exposure of people to noise levels that exceed the City's adopted noise ordinance (see Table 4.7-4) or Table K2 SDTs (p51);*
- *3dBA Increase;*

Noise significance thresholds for construction noise are provided by the construction hours and noise level limits identified in the City's noise ordinance (City of San Diego 2008). Construction activity is prohibited between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on legal holidays. Construction noise levels measured at or beyond the property lines of any property zoned residential shall not exceed an average sound level greater than 75 dB during the 12-hour period from 7:00 a.m. to 7:00 p.m. (City of San Diego 2010). Additionally, where temporary construction noise would substantially interfere with normal business communication, or affect sensitive receptors, such as day care facilities, a significant noise impact may be identified.

Noise significance thresholds for noise generated by adjacent stationary sources such as HVAC units are identified in the City's Noise Ordinance. A project that would generate noise levels at the property line that exceed the City's Noise Ordinance Standards, Property Line Noise Level Limits (Table 4.7-4), is considered significant. Although noise levels could be consistent with the City's Noise Ordinance Standards, a noise level above 65 dBA CNEL at the residential property line could be considered a significant environmental impact.

Operational noise is typically considered permanent, i.e., for the duration of the operation of the constructed facility. A significant permanent increase is conservatively defined as a direct project-related permanent ambient increase of 3 dBA or greater, above existing levels, based on the noise standard that an increase of 3 dBA is perceived by the human ear as a barely perceptible increase (FTA 2006).

Noise significance thresholds for noise generated by adjacent stationary sources such as HVAC units are identified in the City's Noise Ordinance (Table 4.7-5). A project that would generate noise levels at the property line that exceed the City's Noise Ordinance Standards, Property Line Noise Level Limits (Table 4.7-4), is considered significant. Although noise levels could be consistent with the City's Noise Ordinance Standards, a noise level above 65 dBA CNEL at the residential property line could be considered a significant environmental impact.

Table 4.7-5
Traffic Noise Significance Thresholds (dBA CNEL)

Structure of Proposed Use That Would Be Impacted by Traffic Noise	Interior Space	Exterior Usable Space¹	General Indication of Potential Significance
Single-family detached	45 dB	65 dB	Structure or outdoor usable area ² is <50 feet from the center of the closest (outside) lane on a street with existing or future ADTs >7,500
Multi-family, school, library, hospital, day care center, hotel, motel, park, convalescent home	Development Services Department (DSD) ensures 45 dB pursuant to Title 24	65 dB	
Office, church, business, professional uses	n/a	70 dB	Structure or outdoor usable area is <50 feet from the center of the closest lane on a street with existing or future ADTs >20,000
Commercial, retail, industrial, outdoor spectator sports uses	n/a	75 dB	Structure or outdoor usable area is <50 feet from the center of the closest lane on a street with existing or future ADTs >40,000

¹ If a project is currently at or exceeds the significance thresholds for traffic noise described above and noise levels would result in less than a 3-dB increase, then the impact is not considered significant.

² Exterior usable areas do not include residential front yards or balconies unless the areas such as balconies are part of the required useable open space calculation for multi-family units.

Source: City of San Diego 2011a

4.7.3.2 Impact Analysis

Construction Noise

Methodology

Construction noise is considered temporary and short term; and at its source varies depending on construction activities and duration, and the type and usage of equipment involved. Noise impacts from construction are dependent on the construction noise levels generated, the timing and duration of the construction activities, proximity to sensitive receptors, and noise regulations and standards. Construction equipment can be stationary or mobile. Stationary equipment operates in one location for various periods of time with fixed-power operation, such as pumps, generators, and compressors, or a variable noise operation, such as pile drivers, rock drills, and pavement breakers. Mobile equipment moves around the construction site such as bulldozers, graders, and loaders (FTA 2006). Heavy construction equipment typically operates for short periods at full power followed by extended periods of operation at lower power, idling, or powered-off conditions. Typically, site preparation involves demolition, grading, compacting, and excavating, which would include the use of backhoes, bulldozers, loaders, excavation equipment (e.g., graders and scrapers), pile drivers, and compaction equipment. Finishing activities may include the use of pneumatic hand tools, scrapers, concrete trucks, vibrators, and haul trucks. Typical maximum noise levels generated by various pieces of construction equipment are listed in Table 4.7-6.

Table 4.7-6
Construction Equipment Maximum Noise Levels

Equipment Type	Maximum Noise Level (dBA L_{max}) at 50 Feet
<i>Earthmoving</i>	
Backhoes	80
Bulldozers	85
Front Loaders	80
Graders	85
Paver	85
Scrapers	85
Slurry Trencher	82
Dump Truck	84
Pickup Truck	55
<i>Materials Handling</i>	
Concrete Mixer Truck	85
Concrete Pump Truck	82
Crane	85
Man Lift	85
<i>Stationary Equipment</i>	
Compressors	80

Equipment Type	Maximum Noise Level (dBA L_{max}) at 50 Feet
Generator	82
Pumps	77
<i>Impact Equipment</i>	
Compactor	80
Jack Hammers	85
Impact Pile Drivers (Peak Level)	95
Pneumatic Tools	85
<i>Other Equipment</i>	
Concrete Saws	90
Welding Machine / Torch	73

Source: FTA 2006

As shown in Table 4.7-6, maximum noise levels range from 55 to 95 dBA L_{max} at 50 feet, depending upon the piece of equipment operating (FTA 2006). In typical construction projects, grading and impact activities typically generate the highest noise levels. Grading involves the largest, heaviest equipment and typically includes bulldozers, excavators, dump trucks, front-end loaders, and graders with maximum noise levels range from 80 to 85 dBA L_{max}. Impact equipment includes pile drivers, rock drills, pavement breakers, concrete crushers, and industrial/concrete saws with maximum noise levels range from 90 to 95 dBA L_{max}. Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some phases would have higher continuous noise levels than others, and some have high-impact noise levels.

Typical construction projects, with equipment moving from one point to another, work breaks, and idle time, have hourly average noise levels (L_{eq}) that are lower than loud short-term, or instantaneous, peak noise events shown in Table 4.7-6. The L_{eq} of each phase is determined by combining the L_{eq} contributions from each piece of equipment used in that phase (FTA 2006). Therefore, typically, hourly average noise levels would be approximately 75 to 80 dBA L_{eq} at 50 feet from the center of the non-impact construction activities area, with 90 dBA L_{eq} at 50 feet for impact equipment. Noise levels of other activities would be less. Noise levels from construction activities would attenuate with distance at a rate of 6 dBA per doubling of distance over acoustically hard sites, such as streets and parking lots. Intervening structures and/or topography would further attenuate noise levels. These factors generally limit the distance construction noise travels and ensure noise impacts from construction are localized. For purposes of this project, a 1-hour average noise level of 80 dBA L_{eq} at 50 feet from the center of the construction area is assumed to occur. Instantaneous maximum noise levels of up to 85 dBA L_{max} at 50 feet may occur during building demolition, grading, and excavation, up to 95 dBA L_{max} at 50 feet during pavement breaking and pile driving activities.

Analysis

Project construction noise would be generated by construction equipment during building demolition, site preparation, and construction activities. Construction noise would be localized to these areas during the construction phases and would occur on Monday through Saturday during daytime hours.

Project construction and demolition activities would occur in two phases. Phase I would include hotel and convention demolition and renovation, and Residential Parcels 1 and 2. Phase II would consist of Residential Parcels 3 and 4. Construction is anticipated to begin in 2017 and be completed by 2020. Construction noise would be generated by construction equipment operation and construction activities during the demolition of 254 hotel rooms, 35,625 sq. ~~ft.~~feet of convention space, 14,298 sq. ~~ft.~~feet of spa building, 25,652 sq. ~~ft.~~feet of food and beverage buildings; and the construction of 435 multi-family dwelling units on Residential Parcels 1 and 2, and 405 multi-family dwelling units on Residential Parcels 3 and 4. Project noise analysis is based on project construction/demolition phases occurring separately, i.e., without overlapping. Construction and demolition noise would be localized at the specific areas of construction activity and would occur during daytime hours of 7 a.m. to 7 p.m., Monday through Saturday (i.e., within the allowable construction hours of the City's Noise Ordinance).

Project construction noise would be generated on the project site by construction equipment during building demolition, site preparation, and construction activities. Construction noise would be localized to these areas during the construction phases, and would occur on Monday through Saturday during daytime hours. However, there are no existing residential properties located on-site or in proximity to the project site to be impacted by hotel renovation construction noise prior to completion of residential project development in 2018.

Once the multi-family dwellings on Residential Parcels 1 and 2 are constructed and anticipated to be occupied with residents, human noise-sensitive receptors would be established on the southern end of the project site. Development in 2020 would construct multi-family dwellings on Residential Parcels 3 and 4. Residential Parcel 3 is located approximately 63 feet north of Residential Parcel 2; therefore, construction on the boundary of Residential Parcel 3 near Residential Parcel 2 would be as close as approximately 63 feet from the north side of Residential Parcel 2. However, construction noise levels are considered as a point source measured from the centroid of the pieces of equipment operating for a given construction activity. Construction noise levels would range up to 80 dBA L_{eq} at 50 feet from the center of the construction activities on Residential Parcel 3, which would attenuate by distance alone at a rate of 6 dBA per doubling of distance to approximately 74 dBA L_{eq} at 100 feet. Construction noise could temporarily be as high as approximately 79 dBA L_{eq} at 63 feet from the boundary of

Residential Parcels 2 and 3; however, the City's Noise Ordinance limits construction noise to an average sound level of 75 dBA L_{eq} during the 12-hour period from 7 a.m. to 7 p.m. at or beyond the property lines of any property zoned residential. Therefore, typical construction activities on Residential Parcel 3 would not exceed the construction noise level limits of the City's Noise Ordinance on Residential Parcel 2. This is a less than significant impact.

Hotel rooms on the project site, occupied during construction, could be intermittently exposed to temporary elevated levels of construction noise, depending upon their proximity to the construction activities. Hotel operation during project construction phases would be limited to occupying hotel rooms located at a sufficient distance from construction activities for human health and safety purposes, and excessive construction noise. Project construction would occur during daytime hours, not during evening and nighttime when sleeping activities occur, and hotels are not defined as noise-sensitive receptors by the City (City of San Diego 2015a). In addition, hotel renovation activities would not impact future noise-sensitive residences due to project phasing. This is a less than significant impact.

Project Design Features

Since project construction would be less than a significant impact, no mitigation measures are required. However, the following typical construction BMPs provide noise reduction measures, which are recommended to reduce and minimize noise levels during construction, including, but not limited to:

- Properly maintain and equip all construction equipment with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturer's recommendations. Equipment engine shrouds should be closed during equipment operation.
- Use electrical power sources, rather than gas-powered generators, wherever feasible to run air compressors and similar power tools.
- Locate construction staging areas as far as feasible from occupied residences.
- Utilize noise attenuation techniques for all construction activity on the project site, as needed to ensure that noise levels remain below 75 dBA L_{eq} at the proposed residences once occupied. Such techniques may include, but are not limited to, the use of sound blankets on noise-generating equipment and the construction of temporary sound barriers adjacent to construction sites, between affected uses.
- Heavy-duty construction equipment should not be operated within 15 feet of adjacent structures to prevent structural damage from construction-generated vibration.

- If heavy-duty construction equipment must be operated within 15 feet of adjacent structures, before and after crack survey should be taken of all structures that are within 15 feet of any construction operations.
- All impact tools should be shrouded or shielded.
- Heavy-duty construction equipment should be staged and used at the farthest distance feasible from adjacent sensitive receptors.
- Construction equipment engines should not be idling for extended periods.
- Fixed/stationary equipment (such as generators, compressors, rock crushers, and cement mixers) should be located as far as possible from noise-sensitive receptors.
- A means of reporting and handling noise complaints should be established.

Off-site, construction traffic noise would be generated on local roadways by workers commuting to and from the job site and by truck trips for construction equipment and materials and demolition debris hauling, which would access the project site on adjacent roadways. The increase in traffic volume due to construction traffic would be minor compared to the existing traffic volumes on adjacent roadways (i.e., not doubling traffic volumes, which results in a 3-dBA increase) and therefore would result in approximately a less than 1-dBA L_{eq} increase in traffic noise levels along adjacent roadways (considered a change not perceivable to the human ear). This is a less than significant impact.

As discussed in Section 4.4, Biological Resources, the potential exists for special-status bird species and migratory birds to occur in the suitable nesting/breeding and foraging habitat for noise-sensitive bird species present within the floodplain of the San Diego River in the northern portion of the site, adjacent to project construction activities. Vegetation clearing, pavement breaking, and earthwork for the project, including park construction, would generate noise levels as high as approximately 85 dBA L_{eq} at 50 feet when occurring adjacent to the habitat. Impacts to special-status species and their habitat are discussed in Section 4.4, Biological Resources.

Operational Noise

Using the City of San Diego trip generation rates, the project buildout is calculated to generate a net total of 0 cumulative ADT based on the net reduction in vehicle traffic from the project site due to the proposed demolition of some of the existing hotel uses and the proposed addition of new multi-family residential use (LL&G 2015). i.e., the trip rate for a hotel room (10 trips / room) is much higher than a multi-family residential unit (6 trips / unit) (LL&G 2015). The existing and

future ADT volumes with the project on project roadways adjacent to the site are shown in Table 4.7-7.

Table 4.7-7
Existing and Future Average Daily Traffic Volumes Plus Project

Project Roadways	Average Daily Traffic Volumes				
	Existing	Existing Plus Project	Net Change	2018 Plus Project	2022 Plus Project
I-8	195,940	195,970	30	196,300	209,260
Hotel Circle North	12,810	13,070	260	13,670	15,610
Camino De La Reina	8,510	8,860	350	8,990	10,610
Fashion Valley Road	9,750	9,550	-200	9,342	10,500
Riverwalk Drive	6,950	6,880	-70	6,946	7,610
Avenida Del Rio	9,530	9,470	-60	9,710	10,520

Source: LL&G 2015

As shown in Table 4.7-7, existing ADT volumes compared to existing plus project ADT volumes would slightly increase on some project roadways and slightly decrease on others (LL&G 2015) due to the proposed demolition of hotel rooms and convention space. ADT volumes on project roadways in 2018 plus project would increase based on a predicted regional annual growth rate of 2 percent per year (LL&G 2015). Therefore, the project would not result in a substantial increase in traffic volumes on area roadways, which would not perceptibly increase existing or future traffic noise levels. The City's significance determination threshold is whether the project would result in 3-dBA or greater increase in ambient traffic noise levels along affected roadways. If a project is currently at or exceeds the significance thresholds for traffic noise (65 dBA CNEL) and noise levels would result in a less than 3-dBA increase, the impact is not significant. Doubling a noise source (e.g., traffic volumes) increases the noise level by 3 dBA. The minor increase in traffic volumes due to the project would result in an increase of less than 1 dBA in the ambient noise level.

The new residential development would be constructed in adjacent buildings and adjacent to existing hotel buildings. Operational noise sources for these buildings would include mechanical equipment operations, parking lot noise (e.g., opening and closing of vehicle doors, people talking, car alarms), and truck deliveries and trash pickups (e.g., use of forklifts, hydraulic lifts). Noise from such equipment can reach intermittent levels of approximately 90 dBA L_{max} at 50 feet from the source (EPA 197). HVAC equipment would be a primary operational noise source on-site associated with the proposed multi-family buildings and hotel development. Noise levels from HVAC equipment vary significantly depending on unit efficiency, size, and location, but generally average from 45 dBA to 70 dBA L_{eq} at 50 feet (EPA 1971). Measured ambient noise levels currently exceed 65 dBA CNEL due to traffic noise from I-8. Project HVAC systems could increase ambient noise levels in the project site by more than 3 dBA, depending on attenuation

measures included in the design and the orientation of the exhaust vents. Therefore, long-term noise levels from project HVAC sources would potentially result in a substantial permanent increase in ambient noise levels (3 dB or greater) under existing and cumulative conditions. Therefore, the impact would be significant.

Additionally, future project stationary operational noise sources such as from HVAC equipment could range from 47 to 72 dBA L_{eq} . These noise levels could exceed City noise level limits at the various time periods (i.e., day, night, evening). Therefore, a significant impact would occur.

The proposed population-based park area adjacent to the north and south alignment of the San Diego River in the northeast corner of the site would establish a passive recreation area and open space area on-site, as defined by the City (City of San Diego 2015). The operation of the park is based on passive recreational activities (e.g., trail use, wildlife viewing, small-scale picnicking), which would generate localized short-term noise during these activities during the daytime. The public use of the park will be limited to passive recreation, thus, dominant noise sources associated with operation of the park will be driven by visitor speech. Speech levels emitted (EPA 1977) by up to 100 individuals utilizing the population-based park at an approximate average distance from the park boundary of 200-feet, speaking for up to a period of 30-minutes of any hour, are predicted to have an hourly L_{eq} of 46.5 dBA, significantly beneath measured daytime levels in the proposed park vicinity shown in Table 4.7-2. At its predicted level, and as discussed in Section 4.4, Biological Resources, noise emitted from park operations would not exceed the MHPA threshold for mitigation of 60 dBA. Therefore, the impact would be less than significant.

With park operations lasting no longer than from 7 a.m.-10 p.m., the resulting noise level of park operations at the park boundaries would be 44.5 CNEL. Additionally, the establishment of the park would remove parking areas and its associated noise source adjacent to the river. The predominant existing noise source on the proposed park is from nearby vehicle traffic on the adjacent Fashion Valley Road and Riverwalk Drive, as well as nearby I-8 and SR 163, and Fashion Valley Transit Center. As shown in Table 8, measured noise levels ranged from 55.7 to 67.6 dBA. Thus, the proposed park will not exceed City noise level limits at the various time periods (i.e., day, night, evening), nor cause a substantial increase to existing measured levels. Therefore, the impact would be less than significant.

Operation of the park would involve passive park activities as described above, which would generate noise levels that would not exceed the City noise levels limits. This is a less than significant impact.

4.7.3.3 Significance of Impacts

Construction Noise

Project construction noise levels on-site would not exceed the City's construction noise level limit of 75 dBA L_{eq} over the 12-hour period from 7 a.m. to 7 p.m. at a residential property line. This is a less than significant impact.

The increase in traffic volume due to project-related construction traffic would be minor and would result in a less than 1 dBA L_{eq} increase and would not result in noise levels exceeding City standards for adjacent land uses along adjacent roadways. This is a less than significant impact.

Operational Noise

Project operation would not result in a substantial increase in traffic volumes on area roadways, which would result in a less than substantial increase in ambient noise levels. This is a less than significant impact.

The operation of project facilities (i.e., HVAC systems) would generate noise levels that would potentially exceed the City's noise level limits at the various time periods (i.e., day, night, evening). This would be a significant impact. Adherence to the federal, state, and local standards and regulations, and implementation of Mitigation Measure NOI-1 would be required.

Operation of the park would not result in a substantial permanent increase in ambient noise levels (3 dB or greater) in proximity to noise-sensitive receptors due to the passive park activities, nor will it exceed the MHPA threshold for mitigation of 60 dBA. This is a less than significant impact.

4.7.3.4 Mitigation, Monitoring, and Reporting

NOI-1 The City shall require the design and installation of stationary noise sources for the project to include the following:

- Implement best design considerations and shielding, including installing stationary noise sources associated with HVAC systems indoors in mechanical rooms.
- Prior to the issuance of a building permit, the Applicant or its designee shall prepare an acoustical study(s) of proposed mechanical equipment, which shall

identify all noise-generating equipment, predict noise level property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the City of San Diego Noise Ordinance.

4.7.3.5 Impacts After Mitigation

Adherence to the federal, state, and local standards and regulations, and implementation of Mitigation Measure NOI-1 would reduce the significant operational impacts associated with noise to a less than significant level.

This page intentionally left blank.

4.8 GREENHOUSE GAS EMISSIONS

This section includes a description of existing greenhouse gas (GHG) emissions; a summary of applicable federal, state, and local regulations; and an analysis of the potential effects of GHGs from construction and operation of the project on global climate change. The information presented in this section is based on the [Climate Action Plan \(CAP\) and CAP Consistency Checklist](#) ~~GHG Analysis~~ prepared for the *Town & Country Hotel and Convention Center Transit Oriented Development Project* prepared by AECOM in May 2016⁷ (Appendix F-2 of this EIR). [Appendix F-2 also includes the updated greenhouse gas analysis.](#)

4.8.1 Existing Conditions

4.8.1.1 Scientific Basis of Climate Change

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters the earth's atmosphere is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. This infrared radiation (i.e., thermal heat) is absorbed by GHGs within the earth's atmosphere. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on the earth.

GHGs are present in the atmosphere naturally, are released by natural and anthropogenic sources, and are formed from secondary reactions taking place in the atmosphere. Natural sources of GHGs include the respiration of humans, animals and plants, decomposition of organic matter, and evaporation from the oceans. Anthropogenic sources include the combustion of fossil fuels, waste treatment, and agricultural processes. The following are GHGs that are widely accepted as the principal contributors to human-induced global climate change:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF₆)
- Nitrogen Trifluoride (NF₃)

Emissions of CO₂ are byproducts of fossil fuel combustion. CH₄ is the main component of natural gas and is associated with agricultural practices and landfills. N₂O is a colorless GHG that results from industrial processes, vehicle emissions, and agricultural practices. HFCs are synthetic chemicals used as a substitute for chlorofluorocarbons in automobile air conditioners and refrigerants. PFCs are produced as a byproduct of various industrial processes associated with aluminum production and the manufacturing of semiconductors. SF₆ is an inorganic, odorless, colorless, nontoxic, nonflammable GHG used for insulation in electric power transmission and distribution equipment, and in semiconductor manufacturing. NF₃ is used in the electronics industry during the manufacturing of consumer items, including photovoltaic solar panels and liquid-crystal-display (i.e., LCD) television screens.

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to CO₂. The GWP of a GHG is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time (i.e., lifetime) that the gas remains in the atmosphere (“atmospheric lifetime”). The reference gas for GWP is CO₂; therefore, CO₂ has a GWP of 1. The other main GHGs that have been attributed to human activity include CH₄, which has a GWP of 28, and N₂O, which has a GWP of 265 (IPCC 2013). For example, 1 ton of CH₄ has the same contribution to the greenhouse effect as approximately 28 tons of CO₂. GHGs with lower emissions rates than CO₂ may still contribute to climate change, because they are more effective at absorbing outgoing infrared radiation than CO₂ (i.e., high GWP). The concept of CO₂-equivalents (CO₂e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

Although the exact lifetime of any particular GHG molecule is dependent on multiple variables, it is understood by scientists who study atmospheric chemistry that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. GHG emissions related to human activities have been determined as “extremely likely” to be responsible (indicating 95 percent certainty) for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s atmosphere and oceans, with corresponding effects on global circulation patterns and climate (ARB 2014a). The quantity of GHGs that it takes to ultimately result in climate change is not precisely known; however, no single project is expected to measurably contribute to a noticeable incremental change in the global average temperature, or to a global, local, or micro climate.

4.8.1.2 GHG Emission Sources

GHG emissions contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, electric utility, residential, commercial, and agricultural categories. Emissions of CO₂ are byproducts of fossil fuel

combustion, and CH₄, a highly potent GHG, is the primary component in natural gas and is associated with agricultural practices and landfills. N₂O is also largely attributable to agricultural practices and soil management.

For purposes of accounting for and regulating GHG emissions, sources of GHG emissions are grouped into emission categories. ARB identifies the following main GHG emission categories that account for most anthropogenic GHG emissions generated within California:

- *Transportation:* On-road motor vehicles, recreational vehicles, aviation, ships, and rail
- *Electric Power:* Use and production of electrical energy
- *Industrial:* Mainly stationary sources (e.g., boilers and engines) associated with process emissions
- *Commercial and Residential:* Area sources, such as landscape maintenance equipment, fireplaces, and consumption of natural gas for space and water heating
- *Agriculture:* Agricultural sources that include off-road farm equipment; irrigation pumps; crop residue burning (CO₂); and emissions from flooded soils, livestock waste, crop residue decomposition, and fertilizer volatilization (CH₄ and N₂O)
- *High GWP:* Refrigerants for stationary and mobile-source air conditioning and refrigeration, electrical insulation (e.g., SF₆), and various consumer products that use pressurized containers
- *Recycling and Waste:* Waste management facilities and landfills; primary emissions are CO₂ from combustion and CH₄ from landfills and wastewater treatment

California

ARB performs an annual GHG inventory for emissions and sinks of the six major GHGs. As shown in Figure 4.8-1, California produced 459 million metric tons (MMT) of CO₂e in 2012. Combustion of fossil fuel in the transportation category was the single largest source of California's GHG emissions in 2012, accounting for 36 percent of total GHG emissions in the state. The transportation category was followed by the electric power category (including in-state and out-of-state sources), which accounts for 21 percent of total GHG emissions in California, and the industrial category, which accounts for 19 percent of the state's total GHG emissions (ARB 2014b).

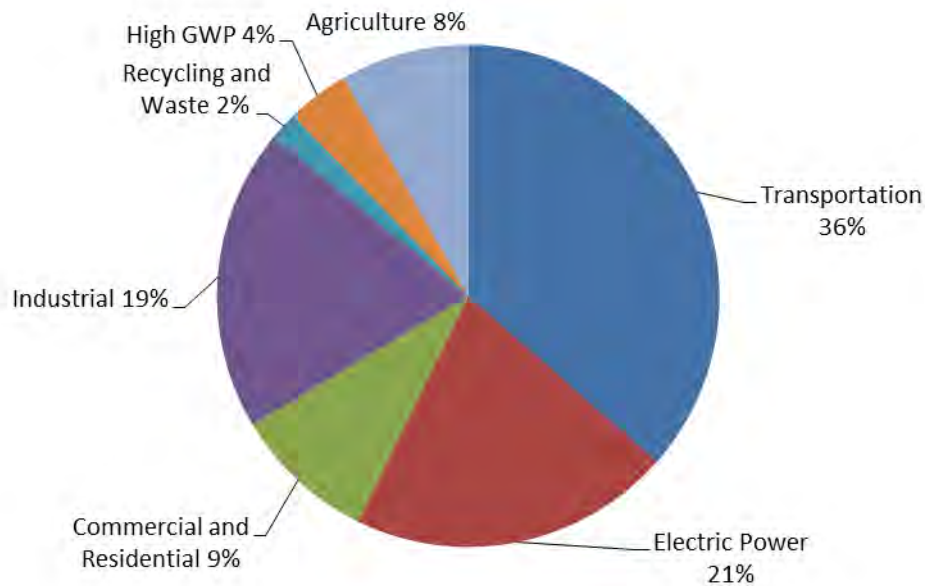


Figure 4.8-1. 2012 California GHG Emissions by Category

San Diego County

The University of San Diego School of Law, Energy Policy Initiative Center, prepared a GHG inventory for San Diego County in 2008. The inventory was updated in 2014 using the best available data and following the U.S. Community Protocol for Accounting and Reporting of GHG Emissions (University of San Diego 2014). Total GHG emissions in San Diego County in 2012 were estimated to be 32.9 MMT of CO₂e. This represents an 11 percent increase compared to 1990 emissions levels of 29.5 MMT CO₂e (University of San Diego 2014). Transportation is the largest emissions sector, accounting for approximately 14 MMT of CO₂e, or 41 percent of total emissions. Energy consumption, including electricity and natural gas use, is the next largest source of emissions, at 32 percent of the total.

City of San Diego

The City of San Diego emitted approximately 15.5 million tons (MT) of GHGs in 1990 (City of San Diego 2005). Citywide emission levels were previously projected to result in an increase to 22.5 MT per year by 2010. The most recent GHG inventory for the year 2010 estimated the total emissions at 13.0 MMT CO₂e per year (City of San Diego 2015). Transportation is the largest emissions sector, accounting for approximately 55 percent of total emissions. Energy consumption is the next largest source of emissions, at 40 percent of the total. Accounting for future population and economic growth, the City estimates that GHG emissions will increase to approximately 14.1 MMT CO₂e in 2020 and 16.7 MMT CO₂e in 2035 (City of San Diego 2015).

4.8.1.3 Global Climate Trends and Associated Impacts

The Intergovernmental Panel on Climate Change (IPCC) concluded that variations in natural phenomena, such as solar radiation and volcanoes, produced most of the warming of the earth from pre-industrial times to 1950. These variations in natural phenomena also had a small cooling effect. From 1950 to the present, increasing GHG concentrations resulting from human activity, such as fossil fuel burning and deforestation, have been responsible for most of the observed temperature increase.

Global surface temperature has increased by approximately 1.53 °F over the last 140 years (IPCC 2013); however, the rate of increase in global average surface temperature has not been consistent. The last three decades have warmed at a much faster rate per decade (IPCC 2013).

During the same period when increased global warming has occurred, many other changes have occurred in other natural systems. Sea levels have risen; precipitation patterns throughout the world have shifted, with some areas becoming wetter and others drier; snowlines have risen in elevation, resulting in changes to the snowpack, runoff, and water storage; and numerous other conditions have been observed. Although it is difficult to prove a definitive cause-and-effect relationship between global warming and other observed changes to natural systems, there is a high level of confidence in the scientific community that these changes are a direct result of increased global temperatures caused by the increased presence of GHGs in the atmosphere (IPCC 2013).

Additional changes related to climate change can be expected by the year 2050 and on to the end of the century, including the following:

- California's mean temperature may rise by 2.7°F by 2050 and by 4.1°F to 8.6°F by the end of the century (CEC 2012). Temperatures in San Diego County may rise by 3.1°F to 5.8°F during that same period (CEC 2016).
- A consistent rise in sea level has been recorded worldwide over the last 100 years. Rising average sea level over the past century has been attributed primarily to warming of the world's oceans, the related thermal expansion of ocean waters, and the addition of water to the world's oceans from the melting of land-based polar ice (IPCC 2007). Sea level rise is expected to continue, and the most recent climate science report, *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*, has estimated that sea levels along the U.S. Pacific coast will increase by up to 66 inches by 2100 (NRC 2012). The project site would not be subject to flooding as a result of climate-change-related sea level rise.

- Various California climate models provide mixed results regarding forecasted changes in total annual precipitation in the state through the end of this century. However, recent projections suggest that 30-year statewide average precipitation will decline by more than 10 percent (CEC 2012).
- Historically, extreme warm temperatures in the San Diego region have mostly occurred in July and August, but as climate warming continues, the occurrences of these events will likely begin in June and could continue to take place into September. All simulations indicate that hot daytime and nighttime temperatures (heat waves) will increase in frequency, magnitude, and duration (San Diego Foundation 2008).

4.8.2 Regulatory Framework

4.8.2.1 Federal Standards

EPA is the federal agency responsible for implementing the federal CAA. The Supreme Court of the United States ruled on April 2, 2007, that CO₂ is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs.

Greenhouse Gas Findings under the Federal Clean Air Act

On December 7, 2009, EPA signed two distinct findings regarding GHGs under section 202(a) of the CAA:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases—CO₂, CH₄, N₂O, HFCs, PFCs, and SF₆—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industries or other entities, this action was a prerequisite to finalizing EPA's Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles. On May 7, 2010, the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards were published in the Federal Register. The emissions standards will require model year 2016 vehicles to meet an estimated combined average emissions level of 250 grams of CO₂ per mile, which is equivalent

to 35.5 miles per gallon if the automobile industry were to meet this CO₂ level solely through fuel economy improvements.

On August 28, 2012, the U.S. Department of Transportation (USDOT) and EPA issued a joint Final Rulemaking requiring additional federal GHG and fuel economy standards for model year 2017 through 2025 passenger cars and light-duty trucks. The standards would require these vehicles to meet an estimated combined average emissions level of 163 grams of CO₂ per mile in model year 2025, which is equivalent to 54.5 miles per gallon if the improvements were made solely through fuel efficiency.

In addition to the standards for light-duty vehicles, USDOT and EPA adopted complementary standards to reduce GHG emissions and improve the fuel efficiency of heavy-duty trucks and buses on September 15, 2011. These standards together form a comprehensive heavy-duty national program for all on-road vehicles rated at a gross vehicle weight at or above 8,500 pounds for model years 2014 through 2018. The standards will phase in with increasing stringency in each model year from 2014 to 2018. The EPA standards adopted for 2018 will represent an average per-vehicle reduction in GHG emissions of 17 percent for diesel vehicles and 12 percent for gasoline vehicles (EPA 2011). The President has directed the USDOT and EPA to develop and issue the next phase of heavy-duty vehicle fuel efficiency and GHG standards by March 2016.

Mandatory Greenhouse Gas Reporting Rule

On September 22, 2009, EPA published the Final Mandatory Greenhouse Gas Reporting Rule (Reporting Rule) in the Federal Register. The Reporting Rule requires reporting of GHG data and other relevant information from fossil fuel and industrial GHG suppliers, vehicle and engine manufacturers, and all facilities that would emit 25,000 MT or more of CO₂e per year. Facility owners are required to submit an annual report with detailed calculations of facility GHG emissions on March 31 for emissions from the previous calendar year. The Reporting Rule also mandates recordkeeping and administrative requirements to enable EPA to verify the annual GHG emissions reports.

Council on Environmental Quality Guidance

~~On December 18, 2014, the Council on Environmental Quality (CEQ) released revised draft guidance that supersedes the draft GHG and climate change guidance released by CEQ in February 2010. The revised draft guidance applies to all proposed federal agency actions, including land and resource management actions. This guidance explains that agencies should consider both the potential effects of a proposed action on climate change, as indicated by its estimated GHG emissions, and the implications of climate change for the environmental effects~~

~~of a proposed action (CEQ 2014). The guidance encourages agencies to draw from their experience and expertise to determine the appropriate level (broad, programmatic or project or site specific) and type (quantitative or qualitative) of analysis required to comply with NEPA. The guidance recommends that agencies consider 25,000 MT CO₂e on an annual basis as a reference point below which a quantitative analysis of GHG emissions is not recommended unless it is easily accomplished based on available tools and data (CEQ 2014).~~

4.8.2.2 State Standards

ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California CAA.

Assembly Bill 1493

AB 1493 requires ARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with model year 2009. In June 2009, the EPA Administrator granted a CAA waiver of preemption to California. This waiver allowed California to implement its own GHG emissions standards for motor vehicles beginning with model year 2009. California agencies worked with federal agencies to conduct joint rulemaking to reduce GHG emissions for passenger car model years 2017 to 2025.

Executive Order S-3-05

EO S-3-05, signed in June 2005, proclaimed that California is vulnerable to the impacts of climate change. EO S-3-05 declared that increased temperatures could reduce the Sierra Nevada's snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the EO established total GHG emissions targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). AB 32 further details and puts into law the mid-term GHG reduction target established in EO S-3-05: reduce GHG emissions to 1990 levels by 2020. AB 32 also identifies ARB as the state agency responsible for the design and implementation of emissions limits, regulations, and other measures to meet the target.

In December 2008, ARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which contains the main strategies California will implement to achieve the required GHG reductions required by AB 32 (ARB 2008). The Scoping Plan also includes ARB-recommended GHG reductions for each emissions sector of California's GHG inventory. ARB further acknowledges that decisions about how land is used will have large impacts on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas emissions sectors.

ARB is required to update the Scoping Plan at least once every 5 years to evaluate progress and develop future inventories that may guide this process. ARB approved the first update to the Climate Change Scoping Plan: Building on the Framework in June 2014 (ARB 2014a). The Scoping Plan update includes a status of the 2008 Scoping Plan measures and other federal, state, and local efforts to reduce GHG emissions in California, and potential actions to further reduce GHG emissions by 2020.

Executive Order S-1-07

EO S-1-07, which was signed by then California governor Arnold Schwarzenegger in 2007, proclaims that the transportation sector is the main source of GHG emissions in California, at more than 40 percent of statewide emissions. EO S-1-07 establishes a goal that the carbon intensity of transportation fuels sold in California should be reduced by a minimum of 10 percent by 2020. ARB adopted the low carbon fuel standard (LCFS) on April 23, 2009. In November 2015, the Office of Administrative Law approved re-adoption of the LCFS.

Senate Bill 97

SB 97 required the Governor's Office of Planning and Research to develop recommended amendments to the CEQA Guidelines for addressing GHG emissions. The amendments became effective on March 18, 2010.

Senate Bill 375

SB 375, signed in September 2008, aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires MPOs to adopt an SCS or an Alternative Planning Strategy (APS), which will prescribe land use allocation in that MPO's RTP. On September 23, 2010, ARB adopted regional GHG targets for passenger vehicles and light trucks for 2020 and 2035 for the 18 MPOs in California. If MPOs do not meet the GHG reduction targets, transportation projects would not be eligible for funding programmed after January 1, 2012.

SB 375 also extends the minimum time period for the Regional Housing Needs Allocation cycle from 5 years to 8 years for local governments located within an MPO that meet certain requirements. City or county land use policies (including general plans) are not required to be consistent with the RTP (and associated SCS or APS). However, new provisions of CEQA would incentivize qualified projects that are consistent with an approved SCS or APS, categorized as “transit priority projects.”

ARB is required to update the regional GHG targets at least every 8 years, and may revise them every 4 years. ARB is planning to revise the 2035 GHG targets for the four largest MPOs, including SANDAG, by the end of 2016. SANDAG adopted *San Diego Forward: The Regional Plan* (2015 RTP/SCS), which is the current version of the RTP/SCS in October 2015. SANDAG’s estimate of GHG emissions reductions from the 2015 RTP/SCS indicates that the plan would result in per capita emissions reductions of 15 percent by 2020 and 21 percent by 2035 from a base year of 2005. ARB reviewed the adopted RTP/SCS and determined that, if implemented, it would achieve the reduction targets for the San Diego region in compliance with SB 375.

Executive Order B-30-15

In April 2015, Governor Edmund Brown issued an EO establishing a statewide GHG reduction goal of 40 percent below 1990 levels by 2030. The emission reduction target acts as an interim goal between the AB 32 goal (i.e., achieve 1990 emission levels by 2020) and Governor Brown’s EO S-03-05 goal of reducing statewide emissions 80 percent below 1990 levels by 2050. In addition, the EO aligns California’s 2030 GHG reduction goal with the European Union’s reduction target (i.e., 40 percent below 1990 levels by 2030) that was adopted in October 2014.

4.8.2.3 Local Standards

ARB also acknowledges that local governments have broad influence and, in some cases, exclusive jurisdiction over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and education efforts, and municipal operations.

San Diego Air Pollution Control District

In San Diego County, the SDAPCD) is the agency responsible for protecting public health and welfare through the administration of federal and state air quality laws and policies. The SDAPCD has no regulations relative to GHG emissions.

City of San Diego

General Plan

The City of San Diego adopted an updated General Plan in 2008. The following policies contained in the Conservation Element of the General Plan (City of San Diego 2008) are applicable to the project:

- CE-A.2. Reduce the City’s carbon footprint. Develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:
 - Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;
 - Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency;
 - Improve energy efficiency, especially in the transportation sector and buildings and appliances;
 - Reduce the Urban Heat Island effect through sustainable design and building practices;
 - Reduce waste by improving management and recycling programs.
- CE-A.5. Employ sustainable or “green” building techniques for the construction and operation of buildings.
 - Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings.
- CE-A.8. Reduce construction and demolition waste in accordance with Public Facilities Element, Policy PF-I.2, or by renovating or adding on to existing buildings, rather than constructing new buildings.
- CE-A.9. Reuse building materials, use materials that have recycled content, or use materials that are derived from sustainable or rapidly renewable sources to the extent possible, through factors including:
 - Scheduling time for deconstruction and recycling activities to take place during project demolition and construction phases;

- Using life cycle costing in decision-making for materials and construction techniques. Life cycle costing analyzes the costs and benefits over the life of a particular product, technology, or system.
- CE-A.10. Include features in buildings to facilitate recycling of waste generated by building occupants and associated refuse storage areas.
 - Provide permanent, adequate, and convenient space for individual building occupants to collect refuse and recyclable material.
 - Provide a recyclables collection area that serves the entire building or project. The space should allow for the separation, collection and storage of paper, glass, plastic, metals, yard waste and other materials as needed.
- CE-A.11. Implement sustainable landscape design and maintenance.
 - Strategically plant deciduous shade trees, evergreen trees, and drought tolerant native vegetation, as appropriate, to contribute to sustainable development goals.
 - Reduce use of lawn types that require high levels of irrigation.
 - Minimize the use of landscape equipment powered by fossil fuels.
 - Implement water conservation measures in site/building design and landscaping.
 - Encourage the use of high efficiency irrigation technology, and recycled site water to reduce the use of potable water for irrigation. Use recycled water to meet the needs of development projects to the maximum extent feasible.
- CE-A.12. Reduce the San Diego Urban Heat Island, through actions such as:
 - Using cool roofing materials, such as reflective, low heat retention tiles, membranes and coatings, or vegetated eco-roofs to reduce heat build-up;
 - Planting trees and other vegetation, to provide shade and cool air temperatures;
 - Reducing heat build-up in parking lots through increased shading or use of cool paving materials as feasible.

Climate Protection Plans

The City of San Diego has taken steps to address climate change impacts at a local level. On January 29, 2002, the San Diego City Council approved the San Diego Sustainable Community Program, including participation in the Cities for Climate Protection program, establishment of a 15 percent GHG reduction goal set for 2010, and direction to use the recommendations of a

scientific advisory committee to improve the GHG Emission Reduction Action Plan and to identify additional community actions.

The City of San Diego's first Climate Protection Action Plan was approved in 2005. By adopting a goal of 15 percent reduction of baseline (1990) levels, the City hoped to reduce emissions to 13.2 MT of GHG per year by 2010. Measures to reduce emissions included transportation, energy efficiency and renewable energy, waste reduction and recycling, urban heat island policy, and environmentally preferable purchasing for City purchases.

The City of San Diego adopted a Climate Action Plan (CAP) in December 2015 (City of San Diego 2015). The CAP quantifies GHG emissions; establishes citywide reduction targets for 2020 and 2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. The City of San Diego CAP identifies a comprehensive set of goals and actions, including ordinances, policies, resolutions, programs, and incentives, that the City can use to reduce GHG emissions. The CAP includes strategies and actions that encourage (1) water and energy efficiency buildings, (2) clean and renewable energy, (3) bicycling, walking, transit and land use, (4) zero waste, and (5) climate resiliency.

[In accordance with ARB recommendations for local governments, the CAP includes a municipal operations and community-wide GHG emissions baseline calculation from 2010 and sets a target to achieve a 15 percent reduction from the baseline by 2020. To remain consistent with EO S-3-05, the CAP includes a 2035 target based upon the trajectory for meeting the City's 2050 reductions. By meeting the 2020 and 2035 targets, the City will maintain its trajectory to meet its proportional share of the 2050 state target.](#)

[Following the adoption of the CAP, the City developed a CAP Consistency Checklist \(CAP Checklist\) as a streamlined review process for the GHG emissions analysis of proposed new development projects. The CAP Checklist is part of the CAP and contains measures that are required to be implemented on a project-by-project basis to further ensure that the specified GHG emissions reduction targets identified in the CAP.](#)

4.8.3 Impact Analysis

Issue 1: Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

4.8.3.1 Impact Thresholds

~~As mentioned above, As the City of San Diego has not established official thresholds of significance for GHG emissions,~~ the City utilizes the CAP Checklist for evaluation of proposed new development projects. The following paragraph summarizes the three step process utilized for determining if a project would be consistent with the CAP. a screening threshold of 900 MT CO₂e per year based on the approach outlined in the California Air Pollution Control Officers Association (CAPCOA) report, CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act (CAPCOA 2008). The emission level is based on the amount of vehicle trips, energy use, water consumption, and solid waste. In addition, the Association of Environmental Professionals (AEP) recommends that construction emissions be amortized over a 30-year project life to account for the contribution of construction emissions (AEP 2010). These emissions are then added to the operational emissions to determine a project's total GHG emissions. If a project does not exceed 900 MT CO₂e per year, impacts would be less than significant.

The first step in the CAP Checklist assesses a project's consistency with the growth projections in the CAP. The second step of the CAP Checklist consistency review is to review a project's consistency with the applicable strategies and actions of the CAP related to energy and water efficient buildings, clean and renewable energy, bicycling, walking, transit, and land use. The third step of the CAP Checklist, if applicable, would require additional evaluation when a project would include a land use plan and/or zoning designation amendment that would potentially increase GHG emissions above and beyond the projections in the CAP. Step 3 is used to determine whether a project located in a Transit Priority Area would still be consistent with the assumptions in the CAP because it would implement the General Plan's City of Villages strategy, Mobility Element, pedestrian improvements, Bicycle Master Plan, and support transit-oriented development.

Implementation of the measures listed in the CAP Checklist would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Thus, projects that are consistent with the CAP as determined through the use of the CAP Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions, and impacts would be less than significant.

4.8.3.2 Impact Analysis

~~Construction-related GHG exhaust emissions would be generated by sources such as heavy-duty off-road equipment, trucks hauling materials to the site, and construction worker commutes. Given that exhaust emissions from the construction equipment fleet are expected to decrease~~

over time as stricter standards take effect, construction emissions were estimated using the earliest calendar year when construction would begin to generate conservative estimates. If construction occurs in later years, advancements in engine technology, retrofits, and turnover in the equipment fleet are anticipated to result in lower levels of emissions.

CalEEMod was used to model construction emissions associated with the following construction phases: demolition, site preparation, asphalt paving, building construction, and architectural coatings. The CalEEMod input data, included in Appendix F of this EIR, list the assumed equipment to be used for project construction, the duration of each phase, and changes to default settings that were made for project specific conditions.

Construction of the project would occur in several phases. The first phase would include demolition of 254 hotel rooms, convention center space, and spa. Following completion of the demolition phase, the new hotel lobby, café, restaurant, parking garage and water amenity would be constructed. After hotel construction, demolition of the existing parking garage and restaurant would occur. Construction of Residential Parcels 1 (160 units) and 2 (275 units) would occur after all hotel construction and demolition activities. Construction of Residential Parcels 3 (255 units) and 4 (150 units) would begin after construction was completed on Residential Parcels 1 and 2.

As shown in Table 4.8-1, the total emissions over the entire construction period for the project would be approximately 3,342 MT CO₂e. When this total is amortized over the 30 year life of the project, annual construction emissions would be approximately 111 MT CO₂e per year.

Table 4.8-1
Construction-Related GHG Emissions (MT CO₂e/yr)

Year	Total
2017	1,464
2018	920
2019	117
2020	841
Total	3,342
Amortized Construction Emissions	111

MT CO₂e = metric tons of carbon dioxide equivalent

Note: Totals may not add due to rounding.

Additional details available in Appendix F.

Source: Modeled by AECOM in 2016

Operations

Operational GHG emissions were estimated for (1) existing conditions (2015) and (2) the project in 2020.

Existing Conditions

The existing land uses include 954 hotel rooms, 213,000 sq. ft. of convention center space, and a 14,298 sq. ft. spa. Operational GHG emissions associated with existing land uses would include mobile source emissions associated with approximately 15,008 average daily trips to the hotel and spa (LLG 2015). Water consumption and solid waste generation estimates from the Water Supply Assessment (City of San Diego 2016) and the WMP (Leppert Engineering Corporation 2016) were used for the analysis. Energy consumption, area sources, and wastewater estimates were also based on default values in CalEEMod associated with the amount and types of land uses described above. The emissions associated with the existing land uses were developed based on emission factors for the year 2015. As shown in Table 4.8-2, the existing GHG emissions were estimated at 21,199 MT CO₂e per year.

**Table 4.8-2
Estimated Annual GHG Emissions**

Emissions Source	Existing Emissions (MT CO₂e)	Project (MT CO₂e)	Net Change
Area	<1	609	609
Energy	7,940	7,842	(98)
Mobile	12,763	12,463	(300)
Waste	256	525	288
Water	239	541	301
Operational Emissions	21,199	21,981	782
Amortized Construction Emissions		111	111
Total	21,199	21,981	893
2020 Threshold			900
Exceeds Threshold			NO

GHG = greenhouse gases; MT CO₂e = metric tons of carbon dioxide equivalent

Note: Totals may not add due to rounding.

Additional details available in Appendix F.

Source: Modeled by AECOM in 2016

Project

As mentioned earlier, the project would be constructed in ~~several~~ two phases (i.e., no overlapping of construction). Operation of Phase I would generate approximately 12,919 ADT in 2018, or 2,066 daily trips less than existing conditions (LLG ~~2015~~ 2016). ~~The traffic analysis incorporates the benefits of the project location and design into the trip generation rates. As discussed in the traffic analysis, the trip generation estimates include a 5 percent mixed-use/transit credit for the hotel land uses for interaction with Fashion Valley Mall and the transit center, and the estimate of residential trips also includes credits for transit and community mixed-use features (LLG 2015).~~ At buildout, the project would result in the operation of 700

hotel rooms, 177,137 sq. ft. of convention space, and 840 residential units. According to the traffic analysis, the project would generate approximately 14,985 ADT in 2022, which would result in no net increase in trips above existing conditions (LLG ~~2015~~ 2016).

~~State measures would result in a reduction of mobile source emissions associated with the project. AB 1493 would result in reduction of emissions from light-duty vehicles in 2020. The LCFS reduces the carbon intensity of fuels, thereby reducing GHG emissions even if total fuel consumption is not reduced. CalEEMod includes emission reductions associated with AB 1493 and the LCFS for CO₂ emissions (e.g., running, startup, and idling) for light-duty automobiles, light-duty trucks, and medium-duty vehicles for all years after 2011.~~

~~The new residential buildings associated with the project would also be built to meet the requirements for LEED Silver certification. The Title 24 standards would also ensure water use efficiency for the project. The improvements to water efficiency from fixtures and appliances would result in related benefits associated with GHG emissions. The Renewable Portfolio Standard (RPS) will require the renewable energy portion of the utility provider's electricity portfolio to be 33 percent in 2020. The analysis of project-related emissions does not include any additional emission benefits associated with the RPS. However, the increase in percentage of renewable energy would result in a comparable reduction in electricity-related GHG emissions.~~

As shown in Appendix F-2, a greenhouse gas emissions analysis was conducted in compliance with a previous quantitative screening threshold of 900 MT CO₂e per year based on the approach outlined in the City of San Diego Memorandum on *Addressing Greenhouse Gas Emissions from Projects Subject to CEQA* (dated August 18, 2010) (City of San Diego 2010). Based on a comparison to the quantitative threshold of 900 MT CO₂e, the project would not generate greenhouse gas emissions that would exceed the previous interim screening threshold.

Based on the newly adopted streamlined review process for the greenhouse gas emissions analysis, the CAP Checklist was used to assess the consistency of the project with the CAP. The first step in the CAP Checklist evaluates whether the project is consistent the existing General Plan and Community Plan land use and zoning designations. The project requests both a rezone, and amendments to the MVCP, ASP and the General Plan. Therefore, the CAP Checklist includes an additional evaluation of whether the project would result in an increased density within a Transit Priority Area (TPA) and implement actions, as determined in Step 3 of the CAP Checklist. Additional details and the CAP Checklist for the project are included in Appendix E.

The project would be consistent with the CAP strategies in Step 2 of the CAP Checklist. The strategies for Clean and Renewable Energy include cool roofs, low-flow plumbing fixtures, and renewable energy. The new residential buildings would be designed to be consistent with LEED

Silver or equivalent standards. As discussed in Section 4.9, Energy, the roof of the residential structures would also include solar photovoltaic panels. The panels are intended to generate approximately 50 percent of the electricity requirements for the common outdoor circulation, amenity, and utility areas of each residential building. The project would also implement strategies for Bicycling, Walking, and Transit Use, including electrical vehicle charging stations, bicycle parking, and a TDM program to reduce vehicular trips and promote alternative forms of transportation.

The project would implement the strategies in Step 3 of the CAP Checklist, including the General Plan's City of Villages strategy in an identified TPA that would result in an increase in the capacity for transit-supportive residential densities by providing new higher density residential development, creating an Urban TOD on a Redevelopable Site. The project would implement the General Plan's Mobility Element in Transit Priority Areas by providing greater walkability achieved through pedestrian-friendly street, site, and building design, constructing bicycle lanes and facilities that connect to the SANDAG Regional Bike System, and encouraging a mix of land uses. Thus, the project was determined to be consistent with the CAP Checklist and the CAP.

Because the project is consistent with the CAP, the project would meet the GHG reduction goals of EO S-3-05 and AB 32 and would not generate GHG emissions that may have a significant impact on the environment.

~~Since the land uses involve multi family residential homes, the project is not anticipated to include any natural gas or wood fireplaces. However, since the specific project design is not available at the time of this analysis, the emission estimates assume that the residential units could include natural gas fireplaces, which results in conservative estimates of area source GHG emissions.~~

~~As shown in Table 4.8 2, the operational emissions for the project were estimated at 21,981 MT CO₂e per year. The use of 2020 emission factors for the emission estimates is considered conservative, since the project would not be fully built until 2022. The analysis also conservatively assumes the same RPS as existing conditions, energy improvements associated with Title 24 would only apply to residential units (new hotel land uses would also be built to those standards), and the use of natural gas fireplaces in the residential units. Additional details are included in Appendix F.~~

~~As shown in Table 4.8-2, the net increase in emissions would be 893 MT CO₂e per year in 2020. As discussed above, the analysis conservatively omits emission benefits of RPS, which would further decrease the project's 2020 emissions.~~

4.8.3.3 Significance of Impacts

~~Since the total GHG emissions for the project would not exceed 900 MT CO₂e per year, no additional analysis is required. Therefore, t~~The project would not generate GHG emissions that may have a significant impact on the environment. This impact would be less than significant.

4.8.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.8.4 Impact Analysis

Issue 2: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG?

4.8.4.1 Impact Thresholds

A significant impact would occur if implementation of the project would conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions.

4.8.4.2 Impact Analysis

ARB's First Update to the Climate Change Scoping Plan: Building on the Framework (2014 Scoping Plan Update) includes updates to measures and strategies established to meet California's goal of reducing emissions to 1990 levels by 2020 and also reiterates the state's role in the long-term goal established in EO S-3-05, which is to reduce GHG emissions to 80 percent below 1990 levels by 2050. The 2014 Scoping Plan Update confirms that the state is on track to meet the 2020 emissions reduction target, but will need to maintain and build upon its existing programs, scale up deployment of clean technologies, and provide more low-carbon options to accelerate GHG emission reductions, especially after 2020, in order to meet the 2050 target. However, the plan does not recommend additional measures for meeting specific GHG emissions limits beyond 2020. In general, the measures described in the plan are designed to meet emissions goals in 2020 and have not yet been adjusted to meet emission reduction targets after 2020.

The Scoping Plan did not directly create any regulatory requirements for construction of the project. However, measures included in the Scoping Plan would indirectly address GHG emissions levels associated with construction activities, including the phasing-in of cleaner technology for diesel engine fleets (including construction equipment) and the development of an LCFS. The project would comply with any mandate or standards set forth by the 2014 Scoping Plan update.

As discussed earlier, SB 375 includes regional emission reduction goals for 2020 and 2035, and aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. The SANDAG RTP/SCS determined that the region will achieve the GHG emissions reduction goals set by ARB of 7 percent per capita GHG reductions from passenger vehicles by 2020 and 13 percent by 2035 (SANDAG 2015).

SANDAG plans are developed based on land use, population, and commercial/industrial growth projections from local jurisdictions in the region, including the City of San Diego. The City of San Diego General Plan was approved in 2008 and includes strategies that focus growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system. Because the project is less intensive than the assumptions for urban land use and vehicle trips associated with the General Plan, the intensity of operational emissions has been accounted for in the RTP/SCS. The project would not result in additional mobile source emissions over the current assumptions used to develop the General Plan and RTP/SCS.

The project is consistent with table CE-1 of the Conservation Element of the General Plan and would not impede or conflict with the implementation of the CAP. In addition, the project would improve energy and water efficiency of the existing buildings so that they meet current Title 24 standards. The new residential buildings would be designed to be consistent with LEED Silver standards (Policy CE-A.5). As discussed in Section 4.9, Energy, the roof of the residential structures would also include approximately 372 solar photovoltaic panels. The panels are intended to generate approximately 50 percent of the electricity requirements for the common outdoor circulation, amenity, and utility areas of each residential building (CE-A.2). The project would use drought-tolerant landscaping that would cover 14.5 acres and would include a mix of existing and proposed plants (Policy CE-A.11, CE-A.12). As discussed in the WMP (Leppert Engineering Corporation 2016), the project would achieve a goal of 75 percent waste reduction for construction and demolition debris (Policy CE-A.8, CE-A9).

The project is also consistent with the General Plan concept of integrating walkable villages within a cohesive community and integrates Smart Growth design by proposing a mixed-use development that provides amenities for all hotel and residential users within walking distance. The project location would encourage the use of public transit and connect residents and visitors

with regional job and commercial opportunities. Furthermore, the project is consistent with regional planning efforts for infill development by developing residential and commercial land uses within a built area.

The project would be consistent with policies adopted and/or recommended by the City and would also comply with the overarching strategies for land use (i.e., mixed-use, infill, and transit oriented development) stated in the AB 32 Scoping Plan, SANDAG RTP/SCS, and the City of San Diego General Plan and CAP.

4.8.4.3 Significance of Impacts

The project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. This impact would be less than significant.

4.8.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

This page intentionally left blank.

4.9 ENERGY

This section evaluates the potential environmental effects related to energy use and conservation associated with implementation of the project. The analysis includes a review of energy consumption, including transportation energy, energy demand, alternative fuels, and nonrenewable resources. The information presented in this section is based on the emissions estimates detailed in the *GHG Analysis for the Town & Country Hotel and Convention Center Transit Oriented Development Project* prepared by AECOM [updated May 2017](#) and located in Appendix F-2 of this EIR [for estimated energy consumption](#).

4.9.1 Existing Conditions

4.9.1.1 Energy Consumption

In 2013, total statewide energy consumption in California was approximately 7,684 trillion British thermal units (BTUs), which equates to an average of 200 million BTUs per capita (EIA 2016). The State of California ranks as the second largest energy consumer in the United States. However, the per-capita consumption rate in California is one of the lowest in the country and ranks 48th of all states in total consumption per capita. California's low per capita consumption rate is largely due to the state's proactive energy efficiency programs and mild weather, which reduce energy demands for heating and cooling.

The transportation sector makes up the single largest consumer of energy in California, accounting for 38 percent of the state's total energy demand, and nearly all of this energy is provided by petroleum. The industrial, residential, and commercial sectors are the next largest consumers of energy, primarily related to electricity and natural gas use. The industrial sector accounts for 24 percent of the total energy consumption in the state. The residential and commercial sectors both account for approximately 19 percent of the energy consumption.

Given the nature of the project as a TOD, consisting of renovated hotel buildings, new residential buildings, a new hotel parking structure, a pool area, a public neighborhood park and open space area, and other site amenities, the remainder of this discussion will focus on electricity and natural gas consumption, specific to San Diego County.

Electricity

In 2014, San Diego County consumed a total of approximately 19,909 million kilowatt hours (kWh) of electricity with nonresidential consumption accounting for 13,062 million kWh and residential consumption accounting for approximately 6,847 million kWh (CEC 2014a).

Natural Gas

In 2014, San Diego County consumed a total of approximately 623 million therms of natural gas with nonresidential consumption accounting for 267 million therms and residential consumption accounting for approximately 356 million therms (CEC 2014b).

4.9.2 Regulatory Framework

4.9.2.1 Federal Standards

Energy Policy Act of 2005

The Energy Policy Act of 2005 addresses energy production in the United States, including (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Tribal energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology. The act includes provisions such as increasing the amount of biofuel that must be mixed with gasoline sold in the United States and loan guarantees for entities that develop or use innovative technologies that avoid the by-production of GHGs.

4.9.2.2 State Standards

California Code of Regulations Title 13, Section 2449(d)(3) and 2485

ARB is responsible for enforcing CCR Title 13 Sections 2449(d)(3) and 2485, which limit idling from both on-road and off-road diesel-powered equipment.

California's Energy Efficiency Standards for Residential and Nonresidential Buildings

Located in CCR Title 24, Part 6 and commonly referred to as "Title 24," these energy efficiency standards were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The goal of Title 24 energy standards is the reduction of energy use. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods (CEC 2016a). On October 24, 2015, the California Energy Commission (CEC) adopted the 2016 Building and Energy Efficiency Standards with the effective date of the 2016 Standards beginning January 1, 2017. CEC estimates that implementation of the 2016 Building Energy Efficiency Standards have the potential to reduce statewide annual electricity consumption by approximately 281 gigawatt-hours per year,

electrical peak demand by 195 megawatts, and natural gas consumption by 16 million therms per year (CEC 2016b).

Energy Action Plan II

The CEC, California Power Authority, and California Public Utilities Commission (CPUC) adopted an Energy Action Plan (EAP) to establish goals for California's energy future and a means to achieve these goals. EAP II supports and expands on the commitment of state agencies to cooperate and reflect on the energy actions since original EAP adoption. EAP II includes a coordinated implementation plan for state energy policies that have been articulated through EOs, instructions to agencies, public positions, and appointees' statements; CEC's Integrated Energy Policy Report; CPUC and CEC processes; agencies' policy forums; and legislative direction (CEC 2005).

Leadership in Energy and Environmental Design

The U.S. Green Building Council (USGBC) is committed to transforming the way buildings are designed, constructed, and operated through the LEED certification program. LEED acts as a certification program for buildings and communities to guide their design, construction, operations and maintenance toward sustainability. LEED is based on prerequisites and credits that a project meets in order to achieve a certification level or Certified, Silver, Gold, or Platinum.

4.9.2.3 Local Standards

City of San Diego

General Plan

The City of San Diego adopted an updated General Plan in 2008. The following policies contained in the Conservation Element of the General Plan are applicable to the project:

- CE-A.2. Reduce the City's carbon footprint. Develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth in the General Plan to:
 - Create sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;

- Reduce fuel emission levels by encouraging alternative modes of transportation and increasing fuel efficiency;
- Improve energy efficiency, especially in the transportation sector and buildings and appliances;
- Reduce the Urban Heat Island effect through sustainable design and building practices;
- Reduce waste by improving management and recycling programs.
- CE-A.5. Employ sustainable or “green” building techniques for the construction and operation of buildings.
 - Develop and implement sustainable building standards for new and significant remodels of residential and commercial buildings to maximize energy efficiency, and to achieve overall net zero energy consumption by 2020 for new residential buildings and 2030 for new commercial buildings.

Climate Protection Plans

The City of San Diego adopted a CAP in December 2015 (City of San Diego 2015). The CAP quantifies GHG emissions; establishes citywide reduction targets for 2020 and 2035; identifies strategies and measures to reduce GHG levels; and provides guidance for monitoring progress on an annual basis. The City of San Diego CAP identifies a comprehensive set of goals and actions, including ordinances, policies, resolutions, programs, and incentives, that the City can use to reduce GHG emissions.

4.9.3 Impact Analysis

Issue 1: Would the project result in wasteful, inefficient, and unnecessary consumption of energy?

4.9.3.1 Impact Thresholds

A significant impact would occur if implementation of the project would result in wasteful, inefficient, and unnecessary consumption of energy. The potential for impacts to energy conservation have been evaluated in accordance with Appendix F of the CEQA Guidelines.

4.9.3.2 Impact Analysis

Construction

During construction, the project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. Other equipment could include construction lighting, field services (office trailers), and electrically driven equipment such as pumps and other tools.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California regulations (CCR Title 13, Sections 2449(d)(3) and 2485) limit idling from both on-road and off-road diesel-powered equipment and are enforced by ARB. Also, given the high cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Therefore, it is anticipated that the construction phase would not result in wasteful, inefficient, and unnecessary consumption of energy.

Operations

The operational phase of the project would consume energy for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, electronics, and commercial equipment. Operational energy would also be consumed during vehicle trips associated with the project.

Mobile Sources

Energy consumption directly attributable to operation of the project is also related to the fuel consumption associated with on-road motor vehicles. VMT is a component of the direct energy analysis, because VMT can be used to determine energy consumption based on assumptions of fuel economy and fleet mix. Fuel consumption would be primarily related to vehicle use by residents, visitors, and employees associated with the project. The project would result in no net increase in trips per day compared to existing conditions (LLG 2015).

Electricity and Natural Gas

This analysis estimates the energy consumption of implementing the project based on the types and intensity of envisioned land uses. It should be noted that energy consumption estimates identified in this section are based on standard factors and do not reflect the individual characteristics of future projects that cannot be known today. This analysis also discusses whether energy efficiency regulations and design strategies would prevent wasteful energy consumption associated with the project.

Energy consumption for the project was estimated using default values in CalEEMod for the climate zone in San Diego County. CalEEMod calculates the nonresidential energy use by estimating energy use from (1) systems covered by CCR Title 24 (e.g., HVAC systems; water heating systems; and the lighting systems) and (2) energy use from office equipment, appliances, plug-ins, and other sources not covered by Title 24. CalEEMod uses the California Commercial End Use Survey (CEUS) database to develop energy intensity values (electricity or natural gas usage per sq. ft. per year) for nonresidential buildings. The CEUS data from the CEC list energy use intensity by CEUS building type, CEUS end-use, and CEC climate zone forecasting.

Energy consumption associated with the existing land uses on the project site was estimated at ~~14,415~~14,604 MWh of electricity and ~~598,647~~582,075 therms of natural gas each year. Land uses associated with the project would result in an estimated use of ~~15,324~~16,183 MWh of electricity and ~~524,798~~428,000 therms of natural gas each year ([see Appendix F-2](#)).

Water conveyance and treatment in California requires substantial amounts of energy. The existing land uses require approximately 137 acre-feet per year (AFY). The project will require 329.3 AFY, or a net increase of 192.3 AFY. To convey and treat wastewater in Southern California requires an average of 13,022 kilowatts per million gallons. Thus, water and wastewater conveyance and treatment are approximately 581 MWh per year for the existing conditions and approximately 1,396 MWh per year for the project. Therefore, the increase in water consumption would result in a net increase of 815 MWh per year.

Energy Efficiency

The project would be required to comply with the current energy performance standards for Title 24, the California Building Standards Code, and the City of San Diego at the time of development. These standards would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. In addition, the policies set forth in the General Plan would have an effect on energy conservation in the development of new structures and communities within the project site. While the demand

for energy within the project site would add to the cumulative impacts on energy resources, implementation of these policies and measures in conjunction with the continued efforts on behalf of SDG&E and the City of San Diego would promote energy efficiency and renewable energy. As a result of requirements, incentive programs, educational and outreach programs, and energy efficiency technology, future land uses associated with the project would operate at a higher energy efficiency than current land uses.

CEC and CPUC have initiated a number of programs to increase supplies and reduce demand for electricity. CEC and CPUC are strongly encouraging reductions in electricity demand through energy-efficiency measures, particularly those that provide peak-demand savings. CEC's Energy Action Plan II, adopted in 2005, identifies a number of initiatives for increasing supply and reducing demand. One example involves the reduction of peak energy demand for the state's water supply infrastructure, which comprises almost 20 percent of the state's electricity consumption.

The City of San Diego CAP includes strategies and actions that encourage water and energy efficiency buildings. The overall goal to reduce residential building energy consumption includes consideration of a residential Energy Conservation and Disclosure Ordinance that would reduce energy use by 15 percent per unit in 20 percent of residential housing units by 2020 and 50 percent of units by 2035. The project would improve energy and water efficiency of the existing buildings so that they meet the current Title 24 standards, and. Single-family homes built to the 2016 Title 24 standards will use about 28 percent less energy those built to the 2013 Title 24 Standards (CEC 2016a). The project would not impede or conflict with the implementation of the CAP.

In addition, the new residential buildings would be designed to be consistent with LEED Silver standards. LEED provides a level of flexibility for projects to choose the exact credits and project features. LEED credits include categories, including, but not limited to, location and transportation (e.g., access to quality transit), energy (e.g., renewable energy production), and water efficiency (USGBC 2015). Although many of the credits and features to achieve LEED Silver Certification [or equivalent](#) would result in energy and GHG emission reductions, energy improvements associated with LEED certification were not included in the estimates for this analysis.

The energy saving improvements to the hotel include, but are not limited to, upgraded lighting, exterior door replacement, HVAC system replacement, and low water use landscaping. The roof of the residential structures would also include a total of approximately 372 kilowatt solar photovoltaic panels. The panels are intended to generate approximately 50 percent of the

electricity requirements for the common circulation, amenity, and utility areas of each residential building.

The overall operation of the project, including LEED certification and installation of solar panels, would improve energy efficiency compared to existing conditions. The Title 24 standards, other state energy programs, City of San Diego policies, and LEED certification would minimize wasteful, inefficient energy consumption. Therefore, energy consumption associated with operation of the project would not be expected to be wasteful or inefficient.

4.9.3.3 Significance of Impacts

Implementation of the project would result in the consumption of energy, but such consumption would not be expected to be wasteful or inefficient. Therefore, this impact would be less than significant.

4.9.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.10 GEOLOGY AND SOILS

This section includes a description of existing geological resources and soils, a summary of applicable regulations, and analysis of impacts of the project. The information presented in this section is based on the Geotechnical Report prepared by GEOCON, Inc., in December 2013 and revised March 18, 2015 and the response to comment letter dated August 4, 2016 (Appendix J of this EIR). The project also includes specific geotechnical project design features that would be included as conditions of approval and are included within this section.

4.10.1 Existing Conditions

Site Topography

The topography of the project site is relatively flat with no steep slopes. The elevation ranges from about 19 feet AMSL to about 29 feet AMSL.

Geologic Setting

The project site is located within the western portion of the coastal plain in the City of San Diego. The City of San Diego is located in the coastal plain environment within the southern portion of the Peninsular Ranges Geomorphic Province of Southern California. The Peninsular Ranges is a geologic and geomorphic province that extends from the Imperial Valley to the Pacific Ocean and from the Transverse Ranges to the north and Baja California to the south. The coastal plain of San Diego County is underlain by a thick sequence of relatively undisturbed and nonconformable sedimentary rocks that thicken to the west and range in age from Upper Cretaceous through the Pleistocene with intermittent deposition. The sedimentary units are deposited on bedrock Cretaceous to Jurassic age igneous and metavolcanic rocks. The coastal plain is a relatively stable block that is dissected by few faults consisting of the potentially active La Nacion Fault Zone and the active Rose Canyon Fault Zone.

The project site is located on the western portion of the coastal plain. Marine Eocene-age sedimentary units make up the geologic sequence encountered on the site overlain by alluvial soils. The site is located within a broad alluvial valley with an approximate width of 3,600 feet extending from Friars Road to the north and I-8 to the south. The surface elevation across the width of the valley is approximately 17 to 45 feet. It has been estimated that the alluvial soils may be as thick as 95 feet with Eocene-age Stadium Conglomerate likely present below the aluminum. Subsequently, sea level rose to its approximate current level creating a geologic environment of alluvial deposition 80 to 100 feet thick.

The site is underlain by undocumented fill and alluvium extending to maximum depths of approximately 45 feet to 90 feet below existing grade, overlying the formational Stadium Conglomerate.

Geologic Hazards

Faulting and Seismicity

Southern California is traversed by faults generally trending northwest to southeast, with the San Andres fault being the most widely recognized and largest. Most recorded earthquakes and fault ruptures in Southern California have occurred along faults in the San Andreas system.

The San Andreas fault extends a total of 650 miles from Baja California to the California coast north of San Francisco. It is located to the east of the San Diego region, along the east side of Coachella and Imperial valleys. Since high-magnitude shocks transmit energy over large areas, faults located outside of the San Diego region, such as the San Andreas, can cause ground shaking inside the region during earthquakes. The site is not underlain by active, potentially active, or inactive faults. Known earthquake fault lines and Alquist-Priolo Earthquake fault zones exist in the San Diego region. Six known active faults are located within 50 miles of the project site, the nearest being the Newport-Inglewood/Rose Canyon Fault system, located approximately 2 miles west of the project site. Computer modeling completed by GEOCON and described in the Geotechnical Report, states that the maximum earthquake magnitude for the Newport/Inglewood fault is 7.5, and the maximum earthquake magnitude for the Rose Canyon fault is 6.9. According to the Geotechnical Report prepared for the project, the site could be subjected to moderate to severe ground shaking in event of an earthquake.

Ground Surface Rupture

Ground surface rupture occurs when movement along a fault is sufficient enough to rupture the earth's surface. The potential for ground surface rupture at the project site is considered very low due to the absence of active faults.

Soils

Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures, including tilting and cracking (AGI 2009). Based on the Geotechnical Report, the project site is expected to be underlain by surficial soil

types of undocumented fill (Qudf) and alluvium (Qal), underlain by the Stadium Conglomerate geologic formation.

The undocumented fill consists of silty sand to sandy silt and exists at thicknesses to 12 feet from the existing grade.

Alluvial soil exists beneath the undocumented fill and is exposed in the areas of the River and River banks, and the deposits consist of medium dense and firm, silty, fine to coarse sand and soft silt and have a thickness of 45 to 90 feet. According to the Geotechnical Report prepared for the project, the alluvium is subject to consolidation settlement and is not suitable for the support of settlement-sensitive structures.

Stadium Conglomerate underlies the alluvium at depths of 45 to 90 feet below existing grade. The materials consist of dense to very dense, locally cemented, gravelly and cobbly, fine to medium sandstone and sandy gravel. Stadium Conglomerate is considered suitable for support of settlement sensitive structures.

The existing on-site soils can be considered to be both “nonexpansive” and “expansive” as defined by 2013 CBC Section 1803.5.3. As described in the Geotechnical Report, the majority of the soils encountered on the project site possess a “very low” to “low” expansion potential.

Liquefaction

Liquefaction is a process by which water-saturated granular soils transform from a solid to a liquid state during strong ground shaking. Primary factors controlling development of liquefaction include intensity and duration of ground accelerations, characteristic of the subsurface soils, in situ stress conditions, and depth of groundwater. Sites underlain by relatively loose sandy soils and saturated deposits of fill combined with a shallow groundwater table, which typically are located in alluvial river valleys/basins and floodplains, are susceptible to liquefaction.

The City of San Diego Seismic Safety Study, Geologic Hazards and Faults, Map Sheet 21 (City of San Diego 2015) defines the project site with a Hazard Category 31: *Liquefaction, High Potential-Shallow Groundwater, major drainages, hydraulic fills*. Potential for liquefaction exists at the project site due to groundwater at a depth of 8 to 14 feet and existing alluvial soils. The liquefaction analysis included in the Geotechnical Report indicates that there is potential for liquefaction occurring within the layers of alluvium between the depths of 8 to 50 feet, and on-grade structures could experience about 5 to 12 inches of total liquefaction settlement during peak ground acceleration.

Landslides

Slope failure is the movement of soil and rock material downhill to a lower position. Landslides are the most common naturally occurring type of slope failure in the San Diego region. Earthquakes can intensify or activate an unstable slope. Loosely and weakly consolidated soils, steepened slopes caused by either human activities or natural causes, and saturated earth materials create a fragile situation easily affected by an earthquake. Landslides in the San Diego region generally occur in sedimentary rocks such as sandstone, siltstone, mudstone, and claystone. When these fine-grained rocks are exposed to the erosional actions of air and water, they often turn into clay. Seams of saturated clays can be responsible for landslides even on gentle slopes.

The California Department of Conservation (CDC) maps and describes landslide hazards in the region on two map sets containing eight mapped quadrangles each. The project site is located in the La Jolla Quadrangle. The scale on the maps is used to designate susceptibility to slope hazards and includes four different levels (CDC 2007):

- Area 1 – Least Susceptible: Landslides and other features related to slope instability are nonexistent to very rare within this area primarily due to lack of steep slopes.
- Area 2 – Marginally Susceptible: Landslides and other slope failures are rare within this area although slope hazards are possible on steeper slopes within the area or along its borders.
- Area 3 – Generally Susceptible: This category contains two subareas – Subarea 3-1: Although most slopes within this subarea do not contain landslide deposits, they can be expected to fail, locally, when adversely modified. In Subarea 3-2, slopes are less stable and more susceptible to landslide and slope failure.
- Area 4 – Most Susceptible: The area is characterized by unstable slopes and includes all landslides shown on the maps (whether active or not) and slopes where there is evidence of downslope creep of surface materials. These slopes are considered naturally unstable and subject to failure even in the absence of human activity. Subarea 4-1 contains observable unstable slopes underlain by both weak materials and adverse geologic structure. Beach areas exposed to sea waves are not included as beach erosion is not considered a slope hazard. Subarea 4-2 includes definite landslides mapped by the CDC, and nearby unstable areas.

While Area 4 regions exist throughout the, the project site is not in an Area 4 region. Based on the analysis in the Geotechnical Report and the relatively flat topography, landslides are not anticipated at the project site.

Tsunami and Seiche

A tsunami is a series of large sea waves generated in the ocean by a sudden displacement of large volumes of water. Causes of tsunamis include underwater earthquakes, volcanic eruptions, or offshore landslides. The project site is not located within a high risk for tsunami hazard zone, as indicated by the County of San Diego Hazard Mitigation Plan (County of San Diego 2010). The project site is located about 5 miles from the Pacific Ocean at a minimum elevation of approximately 19 feet AMSL. Therefore, the risk of tsunamis affecting the site is negligible.

A seiche is an earthquake- or landslide-induced wave in a confined body of water, such as a lake, reservoir, or bay. Resulting oscillations could cause waves up to tens of feet high, which in turn could cause extensive damage along the shoreline. The project is not located near any lake or bay, and the San Diego River does not pose a seiche hazard; therefore, the risk of seiches affecting the site is negligible.

Groundwater

Groundwater elevations are dependent on seasonal precipitation, irrigation, and land use among other factors, and vary as a result of these factors. Based on the Geotechnical Report, groundwater exists at depths ranging from 8 to 14 feet below the existing grade, and stabilization and/or dewatering would be necessary for excavations that extend below the water table.

4.10.2 Regulatory Framework

State Regulations

Seismic Hazards Mapping Act of 1990

The Seismic Hazards Mapping Act (SHMA) of 1990 (PRC Sections 2690–2699.6) directs the California Geological Survey (CGS) to identify and map areas prone to earthquake hazards of liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to reduce the threat to public safety and to minimize the loss of life and property by identifying and mitigating these seismic hazards. The SHMA was passed by the legislature following the 1989 Loma Prieta earthquake. Staff geologists in the Seismic Hazard Mapping Program gather existing geological, geophysical, and geotechnical data from numerous sources

to compile the Seismic Hazard Zone Maps. They integrate and interpret these data regionally to evaluate the severity of the seismic hazards and designate Zones of Required Investigation for areas prone to liquefaction and earthquake-induced landslides, and determine whether structural design or modification of the project site is necessary to ensure safer development. Site-specific geotechnical investigations are conducted to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most development designed for human occupancy. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes (CGS 2013).

California Building Code

CBC Chapter 16A, Division IV, titled “Structural Design,” states that “The purpose of the earthquake provisions herein is primarily to safeguard against major structural failures or loss of life.” The CBC regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. Chapter 16 requires structural designs to be based on geologic information for seismic parameters, soil characteristics, and site geology.

The CBC also contains (1) specific provisions to classify soils as expansive, (2) exploratory boring procedures, (3) soil boring reporting procedures, and (4) special building foundation and investigation requirements.

Section 1613A.1 describes earthquake loads, and states that every structure, and portion thereof, including nonstructural components that are permanently attached to structures and their supports and attachments, shall be designed and constructed to resist the effects of earthquake motions. Additionally, structures that require special consideration of their response characteristics and environment that are not addressed by this code and for which other regulations provide seismic criteria include vehicular bridges, electrical transmission towers, hydraulic structures, buried utility lines and their appurtenances, and nuclear reactors.

4.10.3 Impact Analysis

Issue 1: Would the project expose people or structures to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?

4.10.3.1 Impact Thresholds

Per the City’s Significance Determination Thresholds, impacts to geologic resources may be significant if the project would:

- *Expose people or structure to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards.*

4.10.3.2 Impact Analysis

Faulting and Seismicity

According to the Geotechnical Report, the project site is not underlain by active, potentially active, or inactive faults, and the site is not located in a State of California Earthquake Fault Zone.

As described in Section 4.10.1, the project site could be subject to moderate to severe ground shaking in the event of an earthquake. As no known active faults cross the project site, the possibility of any hazard due to ground surface rupture at the site is considered very low.

As stated above, the project site would likely be exposed to moderate to severe ground motion because the site is located in a seismically active area. The severity of ground shaking would be dependent on several factors, including distance to the epicenter and magnitude of the seismic event. However, as required by the SDMC and the CBC, standard engineering practices, which include design criteria for seismic loading and other geologic hazards, would be incorporated into the design and construction of the proposed development. Seismic design features incorporated into the building plans in accordance with the CBC and as summarized in the Geotechnical Report, would reduce potential impacts to people or structures, including the risk of life or injury due to local seismic events to an acceptable level of risk.

Soils

As discussed above, the project site is expected to consist of undocumented fill and alluvial deposits underlain by Stadium Conglomerate. Stadium Conglomerate is considered suitable for support of the project improvements. The existing soils on-site can be considered to be both “non-expansive” and “expansive” as defined by 2013 CBC Section 1803.5.3. However, the on-site soils possess a “very low” to “low” expansion potential (expansion index of 50 or less. As described in the Geotechnical Report, undocumented fill will require standard remedial grading in areas that receive additional fill and/or settlement-sensitive improvements where possible. Therefore, the impacts associated with expansive soils would be less than significant.

Liquefaction

The City of San Diego Seismic Safety Study, Geologic Hazards and Faults, Map Sheet 21 defines the project site with a Hazard Category 31: *Liquefaction, High Potential-Shallow Groundwater, Major Drainages, Hydraulic Fills*. Potential for liquefaction exists at the project

site due to groundwater at a depth of 8 to 14 feet and existing alluvial soils. The liquefaction analysis included in the Geotechnical Report indicates that there is potential for liquefaction occurring within the layers of alluvium between the depths of 8 to 50 feet, and on-grade structures could experience about 5 to 12 inches of total liquefaction settlement during peak ground acceleration, and the potential for sand boils during the event of an earthquake. The following project design features incorporated into the building plans in accordance with the CBC and as summarized within the Geotechnical Report, would reduce potential impacts associated with liquefaction, including the risk of life or injury due to local seismic events to an acceptable level of risk.

Project Design Features

As a condition of project approval, project design features would be required to be incorporated into the building plans in accordance with the CBC and would also be required to incorporate the geotechnical recommendations identified in the Geotechnical Report into the final design of the project as necessary. Additional geotechnical investigation would be required with the final building plans for the project.

The Geotechnical Report includes the following recommendations: remedial grading and deep foundations; bottom stabilization and earthwork; and recommendations for temporary dewatering and site drainage, seismic design criteria, and future geotechnical investigations. Development plans would be provided during geotechnical investigations for the planned improvements.

The reduction of hazards from liquefiable soils will be necessary for settlement-sensitive structures. The type and extent of geotechnical project design features implemented would be dependent upon the type and location of structures on the final design plan. Implementation of the following project design features is recommended by the project's geotechnical investigation.

- 1 Project design features shall be implemented and would include deep foundations, ground improvements, and structural project design features. The proposed parking structures and apartment buildings shall be designed to support shallow foundations with soil that can accommodate liquefaction. The parking structures and apartment buildings shall also be designed to be supported on a mat slab foundation with settlement incorporated into the structural design of the structure. Re-leveling of the mat foundation shall be necessary following a liquefaction event through the use of mud jacking or other similar techniques.

- 2 Deep foundations shall be used for the planned hotel structure based on expected vertical and uplift loading. The deep foundations shall be designed for downdrag forces that may occur during a liquefaction event. The structural engineer shall provide the planned building loads to evaluate the settlement potential and evaluate the foundation type during the investigation phase of the project.
- 3 Ground improvement techniques shall be used to densify existing soil through the use of stone columns, deep dynamic compaction, compaction grouting, or another densification method designed and constructed to meet densification criteria. The Geotechnical Report recommends that deep dynamic compaction not be used for densification due to the proximity of adjacent facilities. Final spacing and diameter of stone columns would be determined by the contractor to obtain the necessary densification. Where stone columns would result in damage to existing structures, ground improvement using compaction grouting shall be considered.
- 4 Following stone column construction, the electric cone penetrometer (CPTs) shall be performed to check if the soil stabilization is successful (CPT measures the change in lateral stress due to stone column construction). The project design features shall result in allowable settlements of ½ inch and 1 inch for static and seismic, respectively.
- 5 Following stone column construction, the upper 3 feet of existing fill would be highly disturbed because of the stone column operations and shall be removed and recompacted in accordance with the grading section of the Geotechnical Report, and summarized below:
 - Grading shall be performed in accordance with the *Recommended Grading Specifications* attached to the Geotechnical Report (Appendix J of the Geotechnical Report).
 - Earthwork and ground improvement operations shall be observed and fill tested for proper compaction.
 - A preconstruction conference shall be held at the site prior to grading to discuss soil handling and grading plans.
 - Site preparation shall begin with removal of material and vegetation. The depth of the removal should be such that material exposed in cut areas or soil to be used as fill is free of organic material. Materials generated during stripping should be removed from the site.

- Surficial soils within areas of planned grading shall be removed and properly compacted prior to placing additional fill or structural loads.
 - The upper 3 feet of the existing soil or 3 feet below planned finish grade elevation, whichever results in deeper excavation, shall be removed and replaced with compacted soil. The excavations should extend at least 10 feet outside the planned building area and 3 feet outside soil stabilization areas. The upper 12 inches of the existing grade outside of building areas shall be removed and replaced with properly compacted fill. The upper 12 inches of the exposed soil within the removals shall be scarified, moisture conditioned as necessary, and compacted.
 - Excavated, on-site soil that is generally free of debris can be placed as fill and compacted in layers to the design finish grade elevations.
 - If import fill is necessary, it shall consist of granular materials with “very low” to “low” expansion potential. Import fill shall be subject to laboratory testing to determine suitability prior to use.
- 6 In areas where fill is planned, the stone columns shall be installed prior to the placement of fill, overexcavation shall occur, and placement of compacted fill shall be performed. Where the stone columns will be installed below subterranean levels, the existing soil shall be removed to a depth of about 4 to 5 feet above the finish pad elevation, the stone columns shall be installed, and the remainder of the removal shall continue. The base of the removal shall consist of densified soil from the installation of the stone columns; otherwise, the loose soil will be required to be removed and replaced with properly compacted fill.
- 7 The area planned for geotechnical project design features shall be evaluated during the planned geotechnical investigation. It shall extend at least 15 feet laterally outside the edge of planned buildings and parking structures, where practical. Geotechnical project design features within non-building areas will be limited to areas on the property, if required (e.g., stone columns to help mitigate lateral spreading adjacent to the San Diego River). The Geotechnical Report anticipates that the stone columns will mitigate the potential for settlement and lateral spreading and can be installed on the property without encroaching off-site.
- 8 Prior to construction, the civil engineer would provide design recommendations for dewatering and stabilization of full hydrostatic pressure. The Geotechnical Report includes recommendations for temporary dewatering, which would be maintained

- during construction until building loads are heavy enough to resist buoyant forces. As stated in the Geotechnical Report, the proposed structure is sufficiently heavy to avoid buoyant forces after construction with an assumed high groundwater level of 5 feet below the ground surface.
- 9 Stone columns may be installed during development of the project. If stone columns are used in the subterranean level, groundwater may extrude and cause unwanted saturation of the exposed soils. The base of the excavations may require a gravel layer of about 1 to 2 feet to provide a stable working environment during construction. The underlying soil may be sloped and drains may be installed to help remove groundwater during construction operations.
 - 10 A qualified dewatering consultant shall be retained during the design phase of the project, to assess flow rates. If perimeter wells are found to be an ineffective dewatering solution, the Geotechnical Report recommends the use of gravel-filled trenches, the number and location of which can be adjusted during excavation to collect and control groundwater.

With these project design features, the impacts associated with expansive soils would be less than significant.

Landslides

As described above, the CDC maps and describes landslide hazards in the region on two map sets containing eight mapped quadrangles each. The project site is located in the La Jolla Quadrangle. While Area 4 regions exist throughout the La Jolla Quadrangle, the project site is not in an Area 4 region. Based on the analysis in the Geotechnical Report and the relatively flat topography, landslides are not anticipated at the project site. Therefore, the impacts associated with landslides would be less than significant.

Tsunami and Seiche

As described above, the project site is not located within a high-risk tsunami hazard zone, as indicated by the County of San Diego Hazard Mitigation Plan, and is located approximately 5 miles inland from the Pacific Ocean. Therefore, the likelihood of a tsunami hazard is negligible. Similarly the project site is not located downstream from any large confined bodies of water that could result in adverse effects in the event of a seiche. The potential for the project to expose people or structures to seiches would be negligible. Therefore, impacts to people or structures, including the risk of injury or death related to tsunami or seiche, would be less than significant.

Groundwater

Based on the Geotechnical Report, groundwater exists at depths ranging from 8 to 14 feet below the existing grade, and stabilization and/or dewatering would be necessary for excavations that extend below the water table. Groundwater has the potential to have significant influence on construction operations depending on finish floor elevation, utility invert elevations, and excavation depths. As stated in the Geotechnical Report, stabilization and/or dewatering would be necessary for excavations that occur below the water table, and proper drainage is an important factor in project construction. Project design features incorporated into the building plans in accordance with the CBC and as summarized above, would reduce potential impacts associated with groundwater, including the risk of life or injury due to local seismic events to an acceptable level of risk. Therefore, the impacts associated with groundwater would be negligible and less than significant.

4.10.3.3 Significance of Impacts

Implementation of the project design features listed in Section 4.10.3.2 above and appropriate building design measures per CBC standards would reduce the risk of potential effects from faulting and seismicity, liquefaction, or groundwater. The project site is not affected by hazards due to unstable soils, landslides, or tsunamis and seiche. Therefore, with implementation of the appropriate project design features and CBC standards, impacts from unstable soils on the site would remain below a level of significance.

4.10.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.10.4 Impact Analysis

Issue 2: Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?

4.10.4.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to geologic resources may be significant if the project would:

- *Result in a substantial increase in wind or water erosion of soils either on or off the site.*

4.10.4.2 Impact Analysis

Construction of the project would involve grading activities, which would expose and disturb soils and could therefore increase the potential for soil erosion on the site. However, potential erosion impacts during construction would be avoided with adherence to the erosion control standards established by the City of San Diego's grading ordinance. The site would be graded and maintained such that surface drainage is directed away from structures in accordance with 2013 CBC 1804.3 and other applicable standards. As discussed in Section 4.7 of this EIR, surface water runoff and sedimentation would be controlled with the preparation and implementation of a SWPPP and BMPs. After construction, the site would include operational BMPs in accordance with the City of San Diego MS4 permit that would limit any wind or water erosion of soils during operations. Therefore, the project would result in less than significant impacts from a substantial increase in wind or water erosion of soils.

4.10.4.3 Significance of Impacts

The project includes preparation and implementation of a SWPPP and BMPs. The SWPPP would be completed prior to project construction. The project SWPPP and BMPs are [also discussed further in ~~Mitigation Measure BIO-8~~ Section 4.1 Land Use Adjacency Guidelines](#). Therefore, with implementation of the SWPPP and BMPs, and adherence to applicable standards, less than significant impacts associated with wind or water erosion of soils would occur and no mitigation measures are required.

4.10.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.10.5 Impact Analysis

Issue 3: Would the project be located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and potentially result in on-or-off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

4.10.5.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to geologic resources may be significant if the project would:

- *Be located on a geologic unit or soil that is unstable or would become unstable as a result of the project, and potentially result in on-or-off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.*

4.10.5.2 Impact Analysis

Liquefaction, Flow Slide, and Lateral Spreading

As described in the Geotechnical Report, the project site is mapped in a High Liquefaction Hazard Zone by the City of San Diego. The potential for liquefaction exists due to the existing alluvial soils and a shallow groundwater depth ranging from 8 to 14 feet. GEOCON performed a computer model analyzing liquefaction potential, which is described in detail in the Geotechnical Report. The analysis indicated that soil to the depths of approximately 50 feet below the proposed on-grade structures could experience 5 to 12 inches of liquefaction settlement during peak ground acceleration and includes recommendations to minimize the effects of seismically induced settlement on project structures. Based on the analysis, there is a potential for liquefaction within the layers of alluvium between the depths of approximately 8 to 50 feet. The Geotechnical Report states that “additional analysis will be required prior to the development of this project.”

Impacts associated with liquefaction can include flow slide, lateral spreading, ground rupture, sand boils, and settlement of liquefiable layers. As stated in the Geotechnical Report, the part of the project site that could have flow slide or lateral spreading potential would be the northern portion of the property near the San Diego River; however, the topography of that area descends about 10 feet over a 30-foot distance and, due to the relatively flat nature of the project site, does not possess flow slide potential. The standard construction techniques of retaining walls, the installation of stone columns during construction, or setting back the planned structures a sufficient distance would reduce flow slide potential to a level less than significant.

As stated in the Geotechnical Report, lateral spreading can be expected in liquefiable sites adjacent to slopes, such as River channels, and horizontal ground displacement decreases with increased distance from the open face. Table 6.6 in the Geotechnical Report lists earthquake-induced horizontal ground displacement in inches. With the installation of stone columns during construction, the calculated earthquake-induced horizontal ground displacement would be 6 inches at a distance of 10 feet from the crest of the shoreline. This ground displacement decreases as the distance from crest to shoreline increases.

Additional potential impacts associated with liquefaction include sand boils and seismically induced settlement. Seismically induced settlement occurs within liquefiable layers after an

earthquake stops, due to the rearranging of sand particles. The Geotechnical Report liquefaction analysis concluded that the project site may be susceptible to sand boils during an earthquake, and would predict 5 to 12 inches of settlement, which may require deep foundation system support.

Landslides

The project is not located at, or in the vicinity of, any known landslides, nor is it in the path of any known or potential landslides. As described above, the CDC maps and describes landslide hazards in the region on two map sets containing eight mapped quadrangles each. The project site is located in the La Jolla Quadrangle. While Area 4 regions exist throughout the La Jolla Quadrangle, the project site is not in an Area 4 region. Based on the analysis in the Geotechnical Report, and the relatively flat topography, landslides are not anticipated at the project site. Therefore, less than significant impacts would be associated with landslides.

4.10.5.3 Significance of Impacts

Liquefaction

The project is located in an area with a high susceptibility to liquefaction. Additionally, the potential for other geologic stability hazards such as lateral spread, sand boils, and settlement exist at the project site. Implementation of geotechnical PDFs 1 through 7, described in Section 4.10.3.2, would ensure impacts would be less than significant.

Landslides

Based on the analysis in the Geotechnical Report, and the relatively flat topography, landslides are not anticipated at the project site. Therefore, there would be less than significant impacts associated with landslides.

4.10.5.4 Mitigation, Monitoring, and Reporting

Implementation of geotechnical project design features 1 through 7, described in Section 4.10.3.2, would ensure impacts associated with liquefaction would be less than significant. No mitigation is required.

This page intentionally left blank.

4.11 VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER

This section includes a description of existing aesthetics and neighborhood character, a summary of applicable regulations, and analyses of views and visual character impacts of the project. The information presented in this section is based on site visits and visual simulations prepared by AECOM (November 2015) illustrated in Figures 4.11-1 through 4.11-5.

4.11.1 Existing Conditions

The project site is located in a densely urbanized area in the center of Mission Valley and adjacent to the San Diego River. The topography of the site is relatively flat and slopes down to the west with an elevation range of approximately 19 to 30 feet AMSL. No steep slopes exist at the site.

On-Site Land Use

The project site is located on approximately 39.7 acres of land north of Hotel Circle Drive North, west of the Union Tribune property, and south of Riverwalk Drive and Fashion Valley Mall. I-8 is located immediately to the south of Hotel Circle North and Camino De La Reina.

The property currently has over 30 buildings and structures totaling approximately 909,257 gross sq. ft. and consists of a hotel, restaurants, pools, a spa/salon, a convention center, and associated parking lots and parking structures. These buildings contain guestrooms, hotel guest services, support areas, convention facilities, food and beverage facilities, and parking garages. The site currently comprises 10 parcels under a single ownership and contains existing easements and right-of way dedication areas.

The project site includes two existing mid-rise hotel structures: the 10-story, 324-room Royal Palm Tower approximately 89.5 feet high, and the nine-story, 207-room Regency Tower approximately 82.5 feet high, located in the central-north and northeast portions of the project site, respectively. The site also contains approximately 18 low-rise hotel structures distributed across the southeast quadrant and center of the project site, comprising approximately 423 hotel rooms (see Figure 14.11-1).

The site also contains a pedestrian bridge that crosses the San Diego River on the northern part of the property providing access to Fashion Valley Mall. The majority of the project site is located south of the River with the exception of a small area in the northwest corner, where the River bisects the existing northern parking area. Existing on-site photo viewpoints are shown in Figure 4.11-1, Key Observation Points Map, and depict the existing conditions of the project site

from various angles and Figures 4.11-2 through 4.11-5 contain photographs of the existing site views at these key locations. The site is currently zoned MVPD-M/SP (a specific plan is in effect) for the developed portion of the site and the River is zoned OF 1-1 (open space – floodplain) as defined in SDMC, Chapter 15, Article 14 - Mission Valley Planned District, Division 3 – Zoning (City of San Diego 2015a).

Off-Site Land Use

The project site is surrounded predominantly by developed commercial space. North of the project site, north of the River, is Fashion Valley Mall. The northern quarter of the project site includes the River and adjacent undeveloped riparian habitat along both riverbanks. To the south and east of the project site, there is more retail development, hotel facilities, and office light industry space (see Figure 4.11-1, Key Observation Points). To the west of the project is the Riverwalk Golf Club. Existing transportation corridors also surround the site with I-8 to the south, and SR-163 is farther east of the site. The transportation routes vary in height and wrap around the project site.

The MTS Fashion Valley transit center is also immediately to the north of the project site across Riverwalk Drive adjacent to Fashion Valley Mall. The project site is connected to the MTS Fashion Valley transit center via the pedestrian bridge over the River.

The MHPA consists of area within the San Diego River and the immediate surroundings. This area is depicted in Figure 4.4-1, Vegetation Communities and Other Land Cover Types, in Section 4.4, Biological Resources. The River is primarily obstructed by vegetation. The elevation around the project site varies but does not contain steep terrain and is similar in topography to the project site. Due to the nature of the area, including the vegetation surrounding the site, and the existing traffic congestion and transportation network, views of the site from SR-163 are minimal for drivers and passengers.

Landscape Features

The San Diego River, which runs along the northern boundary of the site, just south of Riverwalk Drive, is a significant resource in the area (MVCP), but views of the River from the project site are largely blocked by vegetation. In addition, the River is at 15 feet ASML at the bottom of the River channel, which is approximately 10 feet below the existing hotel and convention center facilities, which are approximately 25 feet AMSL on the flat terrace area.



Figure 4.11-1
Key Observation Points Map



Existing View of KOP A



Proposed Visual Simulation of KOP A

Figure 4.11-2
KOP A I-8 Traveling East



Existing View of KOP B



Proposed Visual Simulation of KOP B

Figure 4.11-3
KOP B I-8 Traveling West



Existing View of KOP C



Proposed Visual Simulation of KOP C

Figure 4.11-4
KOP C Southeast Corner of Fashion Valley Road



Existing View of KOP D



Proposed Visual Simulation of KOP D

Figure 4.11-5
KOP D Second level of MTS Fashion Valley Mall Transit Center

In addition to the San Diego River, the Riverwalk Golf Club golf course lies to the west of the project site across Fashion Valley Road. The existing golf course contributes to the scenic quality of the area as it provides visual relief from urban development.

Scenic Highways and Routes

The San Diego region includes several officially designated scenic highways protected by the California Scenic Highway Program, administered by Caltrans. Designated scenic highways are located in areas of outstanding natural beauty and are provided with special conservation treatment to keep the natural views protected. The segment of SR-163 from the northern to southern boundaries of Balboa Park is a Caltrans officially designated scenic highway, and the segment of SR-163 from Ash Street to I-8 is eligible for designation. SR-163 is approximately 0.25 mile east of the project site, but neither of the Caltrans designated segments runs past the project site. The eligible segment of SR-163 ends just south of the project site. I-8 is also eligible for scenic highway designation but is not officially designated (DOT 2011).

Neighborhood Character

The project site is located in the MVCP area of the City of San Diego General Plan. The existing General Plan Land Use categories on the site include Commercial Employment, Retail, and Services, as well as Park, Open Space, and Recreation (City of San Diego 2008a).

The Mission Valley community is now a regional center of office buildings, hotels, and retail sales, and a growing residential community, tied together by the San Diego Trolley (City of San Diego 2015b). As stated in the MVCP, Mission Valley is generally urbanized and is primarily a business community with much of its developable land devoted to commercial and office uses. It is a major employment center, with retail sales, office buildings, and newspaper publishing, as well as freeway accessibility and hotels (City of San Diego 2013a).

The surrounding environment around the project site is predominantly urban and developed with a variety of regional commercial, office, and residential uses. The site is surrounded by an interstate, freeway interchanges, highways, roads, and a nearby transit station. SR-163 is located to the east; Hotel Circle North and I-8 are located to the south, and the Fashion Valley Transit Center and Fashion Valley Mall are situated to the north. The predominant pattern of development within approximately 0.5 mile of the site includes an approximately 15-story office building (east of SR-163), an existing eight-story office building to the southeast of the project site (east of SR-163 and I-8 interchange), and a nine-story apartment building to the north along Friars Road (north of Fashion Valley Mall). To the south are existing hotels that range from approximately five to 10 stories in height.

Light, Glare, and Shading

The MVCP area contains a variety of land uses that contribute to the urban environment of San Diego. The portions of Mission Valley near the Mission Valley and Fashion Valley malls are visually dominated by groups of mid-rise commercial, office, and residential buildings that are internally lit and also have associated outdoor entry and security lighting. The eastern portion of the Mission Valley area is anchored by Qualcomm Stadium, which is a source of nighttime lighting on the occasions when it hosts sporting or other events. In addition to these light sources, other commercial, residential, and industrial buildings create sources of light. The area is also extensively lit by streetlights, motor vehicles, and transit vehicles traveling through the area on City streets, freeways, and MTS Trolley lines.

The majority of the Mission Valley area is also urbanized and contains a large number of lighting sources, including City streets and freeways, as well as internally lit commercial, residential, and office buildings and their associated entry and exterior security lighting.

Mid-rise buildings in the Mission Valley area are occasional sources of glare, during periods when their windows and light-colored reflective building materials reflect the sun's rays. However, these occurrences are relatively minor and intermittent. The project site is not shaded by any structures aside from existing buildings on-site.

4.11.2 Regulatory Framework

Local Regulations

San Diego Municipal Code

Chapters 11 through 15 of the SDMC are referred to as the LDC, as they contain the City's land development regulations that dictate how land is to be developed and used within the City. The LDC contains citywide base zones and the planned district ordinances that specify permitted land use and height limitations based development standards.

Lighting Regulations

Lighting within the City is controlled by the City's Outdoor Lighting Regulations per SDMC, Section 142.0740. The City's Outdoor Lighting Regulations are intended to protect surrounding land uses as well as activities related to astronomy at the Palomar and Mount Laguna observatories from excessive light generated by new development.

In addition, SDMC, Section 1514.0302, Article 14, Division 3 (Planned Districts) provides lighting regulations for the San Diego River Park Subdistrict.

Glare Regulations

Glare within the City is controlled by SDMC, Section 142.0730 (Glare Regulations). The City's Glare Regulations (City of San Diego 2012) include the following:

- A maximum of 50 percent of the exterior of a building may be comprised of reflective material that has a light-reflectivity factor greater than 30 percent (Section 142.0730 (a)).
- Reflective building materials shall not be permitted where the City Manager determines that their use would contribute to potential traffic hazards, diminished quality of riparian habitat, or reduced enjoyment of public open space (Section 142.0730 (b)).

4.11.3 Impact Analysis

Issue 1: Would the project result in a substantial obstruction of any vista or scenic view from public viewing area as identified in the community plan?

4.11.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to visual quality and neighborhood character may be significant if the project would:

- *Block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas. One or more of the following conditions must apply:*
 - *The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program. Minor view blockages would not be considered to meet this condition. In order to determine whether this condition has been met, consider the level of effort required by the viewer to retain the view;*
 - *The project would cause substantial view blockage from a public viewing area of a public resource that is considered significant by the applicable community plan;*
 - *The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area; or*

- *The project would have a cumulative effect by opening up a new area for development, which would ultimately cause extensive view blockage.*

4.11.3.2 Impact Analysis

The project is located within a view-sensitive area per the MVCP and contains the River, which is identified in the SDRPMP and the MVCP as a prominent natural and significant aesthetic resource. However, the existing visual quality of the site is low due to the existing buildings on-site, which block views to the River. As depicted in Figure 2-3, the project is within an existing developed site in an urban area surrounded by Fashion Valley Transit Center and Fashion Valley Mall to the north; commercial, existing office buildings and future mixed-use residential, and SR-163 to the east; existing mid- to high-density hotels, commercial, and resort uses and I-8 to the south; and a golf course, multi-family residential, and hotel uses to the west.

As detailed below, the project would not substantially block public views through a designated public view corridor, or cause substantial view blockage from a public viewing area of a public resource as identified in the community or General Plan. There are currently no views into the River from I-8, Hotel Circle North, or Camino De La Reina, and limited views from Fashion Valley Road and River Walk Drive as shown in Figure 4.11-4. With implementation of the project, public views into the River would be improved and views into the new public park would be provided.

Views From Public Roadways

As identified in the MVCP, Urban Design Element, Figure 32, Urban Design-Landmarks and Community Entrances, the majority of the site is located within a landmark/view-sensitive area but does not contain a landmark. The River is also identified as a scenic resource. The Urban Design Element identified I-8 as eligible for designation as a State Scenic Highway but I-8 currently does not have a scenic designation. Additionally, Caltrans currently does not identify I-8 as an eligible scenic highway. The segment of SR-163 from the northern to southern boundaries of Balboa Park is a Caltrans officially designated scenic highway, and the segment of SR-163 from Ash Street to I-8 is eligible for designation. SR-163 is approximately 0.25 mile east of the project site, but neither of the Caltrans designated segments runs past the project site. The eligible segment of SR-163 ends just south of the project site.

The Urban Design Element provides design guidelines for freeways, major roads, local streets, parking and pedestrian areas, and light rail transit stations

Figures 4.11-2 through 4.11-4 identify the public key observation points (KOPs) and existing predominant views into the site that were considered during the evaluation of the project for visual effects and neighborhood character impacts. The project site is located within a developed area and is situated near the intersections of SR-163/I-8, Hotel Circle North and Fashion Valley Road, Riverwalk Drive, and the San Diego River, among various office/industrial structures and trees.

The project is mostly visible from I-8, Hotel Circle North/Camino De La Reina, Fashion Valley Road, and Riverwalk Drive. The project has minimal visibility from SR-163 in both the north and south directions due to existing structures, vegetation, and changing topography of the freeway. Drivers and passengers who might have a view from SR-163 would have to look at an approximately 90 degree angle into the site, away from the freeway. Drivers on SR-163 are mainly focused on the freeway ahead of them due to the speed of travel and congested nature of the transportation network.

To better understand existing conditions and potential viewer response, visual simulations of the project were completed at four key locations with the most prominent views of the site, as shown in Figure 4.11-1, and are described below. The visual simulations illustrate the existing views of the site and the conceptual views of the site with the project. The view simulations of the project illustrate a conceptual architectural style, quality, height, bulk, and massing from these public viewpoints. The architectural style shown is conceptual and demonstrates a level of quality and articulation consistent with the requirements of the Master Plan.

Figures 4.11-2 and 4.11-3 depict KOPs A and B, which are views of the project from I-8 traveling east and west, respectively. Figure 4.11-4 depicts KOA C, which is the southeast corner of Fashion Valley Road looking southeasterly into the site. Figure 4.11-5 depicts KOP D, which is the view from the second level of the existing MTS Fashion Valley Mall transit center and is discussed below.

The greatest visual change from a public roadway would be the views from I-8 as depicted in Figures 4.11-2 and 4.11-3 with the addition of an approximately 85-foot-six-story residential buildings with parking ~~(approximately 75 feet) and a seven-story residential building with parking (approximately 85 feet)~~ along the southern portion of the site, also visible from Fashion Valley Road at the northeast corner of Fashion Valley Road and Hotel Circle North. However, the new structures would not block or obstruct any scenic view corridors or public resource identified in the MVCP, or the General Plan, ~~or the Local Coastal Program~~ because the project does not contain a landmark; is not located in a designated scenic highway; and, from the northern project boundary, would improve views to the River, which is identified as a public

resource with scenic views. There are currently no views to the River from I-8 along the project frontage due to existing structures, vegetation, and topography differences.

As shown in Figure 4.11-5 (KOP D), the project is visible from the second level of the existing Fashion Valley Transit Center. The [approximately 85-foot ~~seven-story~~residential building with parking](#) in Residential District 4 would also be visible from this public area; however, the view of the River and into the site would be improved with the additional new public park, the San Diego River Pathway on-site and north of the River between the MHPA boundary and the southern curb line of Riverwalk Drive, and restoration and enhancement of the riparian habitat of the River.

Public Views of the San Diego River

The SDRPMP and the MVCP identify the San Diego River as a prominent natural and significant aesthetic resource; however, due to existing development and the vegetation associated with the River, the existing visual quality of the site is low. Public views of the River from public roadways are mostly obstructed or have no viewshed to the River. The project is proposing to remove the existing parking lot on-site, north of the River at the southeast corner of Fashion Valley Road and Riverwalk Drive. As shown in Figures 4.11-4 and 4.11.5, this project feature would improve view corridors into the River by implementing the Master Plan landscape concept and the intent of the SDRPMP San Diego River Pathway. The overall design includes replacing the existing asphalt with an open public park with pedestrian access, and a consistent streetscape design concept that is consistent with the intent of the SDRPMP. The view would also include views beyond the River onto the additional passive public park land (south of the River), which will help frame and reinforce the River as a valuable scenic resource with improved views from the adjacent public roads.

The project is consistent with the intent of the guiding principles of the MVPDO and SDRPMP by implementing the San Diego River Pathway on-site and north of the River, connecting to the approved pathway alignment on the Union Tribune site to the east, restoring and maintaining a healthy River system, reorienting development toward the River to create value and opportunities for people to embrace the River, and enhancing the public views of the River.

Building Height and Form

The new or remodeled structures in the Hotel District would not exceed the height or bulk regulations of the Master Plan or the MV-CV zone, and would be lower than the existing structures within the project site. However, as stated in the Town & Country Master Plan, the Royal Palm Tower and the Golden Pacific Ballroom are existing buildings that would remain,

are within the designated floodway, and would not comply with height and setback standards as defined in the MVPDO. Although the existing structures would not meet the height and setback design guidelines, the buildings are an existing condition and grandfathered use that would not result in a new or substantial view blockage from a public viewing area.

The MVR-5 ~~base~~~~sub~~-zone does not have a building height limit; however, the SDRPMP and Chapter 15, Article 14, Division 3 MVPD (City of San Diego 2015) have building height requirements at different setbacks from the River Corridor Area as identified in MVPDO Section 1514.0301 and in Table 4.11-1 below. The proposed structures and parking structures in Residential District 1, 2, and 3 and the Hotel District would comply with the height, bulk, and setback requirements of the Master Plan. The structure in Residential District 4 does not comply with Section 1514.0301 building setback from the River corridor and does not meet the building height requirements of the River Influence Area.

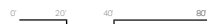
The building setback is 10 feet from the floodway rather than the edge of the 35-foot River Pathway corridor as required by the MVPDO. The Master Plan Residential District contains setback standards to terrace the building height and mass away from the River as required in the MVPDO and SDRPMP (see Figure 4.11-6). Therefore, the project design meets the intent of the SDRPMP and would not cause substantial view blockage from a public viewing area of this public resource, but would improve views into the River as discussed above.

**Table 4.11-1
Proposed Structures and Heights**

Proposed Structure	Height
Residential Parcel 1	Six stories (approximately 87.5 feet) consisting of four floors of residential over two floors of and parking
New Parking Structure (north of Residential Parcel 1)	Four stories (approximately 35 feet)
Residential Parcel 2	Seven stories (approximately 85 feet) consisting of five floors of residential and over two floors of parking
Residential Parcel 3	Seven stories (approximately 85 feet) consisting of five floors of residential and over two floors of parking
Residential Parcel 4	A Seven stories (approximately 85 feet) consisting of five floors of residential and over two floors of parking
New Hotel Lobby and New Restaurant Buildings	One story a Approximately 22 feet
New Café Building	A One story approximately 22 feet

City of San Diego 2015c

The project would be similar in height and bulk as the existing and adjacent development, including the adjacent Union Tribune site to the east that was approved in June 2015 with a seven-story structure and the existing six- to 15-story office, multi-family and hotel buildings within 0.5 mile of the project. Figure 4.11-5 includes a portion of the approved Union Tribune



building to the east of the residential building in District 4 along the River and demonstrates the compatibility of height, bulk, scale, and massing.

In addition, the project is redevelopment of an existing site that would create a TOD, the downsizing of existing hotel space and convention center, and associated parking lots and structures; therefore, no vacant land would remain within the project site with implementation of the project. Therefore, the project would not pose a cumulative effect by opening up a new area for development, which may ultimately cause extensive view blockage.

4.11.3.3 Significance of Impacts

As described above, the project is located within a view-sensitive area per the MVCP but is of low visual quality due to the limited or lack of views into the River. The project would not block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas. The project is a redevelopment of an existing site and would improve public views into the River, improve public viewing areas, and implement the San Diego River Pathway and the intent of the guiding principles of the SDRPMP. Although two existing buildings to remain would exceed height and setback requirements of the SDRPMP, this existing condition would not result in a substantial view blockage from a public viewing area. The project is consistent with the surrounding and adjacent development in height, bulk, and mass, and the project would not pose a cumulative effect by opening up a new area for development. Impacts would be less than significant.

4.11.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.11.4 Impact Analysis

Issue 2: Would the project result in the creation of a negative aesthetic site or project?

4.11.4.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to visual quality and neighborhood character may be significant if the project would:

- *Have a negative visual appearance. To meet this threshold, one or more of the following conditions must apply:*

- *The project would create a disorganized appearance and would substantially conflict with City codes;*
- *The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest;*
- *The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with landscape screening or berming where the walls would be visible to the public;*
- *The project is large and would result in an exceeding monotonous visual environment; or*
- *The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluffs are similarly protected.*

4.11.4.2 Impact Analysis

The Master Plan prepared for the project provides an updated planning vision for the project site and outlines direction for development, renovation, and restoration of the property (City of San Diego 2015c).

A key objective of the Master Plan is to establish a cohesive theme for all land uses to unify site and building architectural language and create a unique sense of place through architectural and site design guidelines. The Master Plan contains specific design objectives and design guidelines for the River Park District that reinforce the five principles of the SDRPMP and include the following:

Design Objectives:

- Use building massing to create indoor-outdoor living spaces with access to light, air, and views.
- Situate building entries and front doors to activate and engage the street and the pedestrian realm.
- Make residential amenities visible and accessible and open to daylight and air.
- Scale fenestration and façade articulation appropriately to indicate individual residences, but consider the rooflines and silhouettes as seen from the pedestrian realm, hotel towers, and the elevated freeway and transit line.

Design Guidelines:

- Well-designed buildings will be designed to create great streets and memorable places.
- Encourage innovation and design of high-quality architecture and urban form.
- Residential site massing will be used to create a cohesive neighborhood build around pedestrian-friendly streets lined with front doors and stoops, private gardens, and tree-lined sidewalks.
- Utilize unifying characteristics, elements, and concepts.
- Use durable and high- quality materials with a proven longevity in the San Diego region,
- Use materials and color to reinforce variation in building massing and form, and variation in the vertical plane.
- Vary materials with massing in the horizontal plane, emphasize entrance lobbies, and differentiate uses.
- Use simple color palettes that reinforce building massing that is not independent of the building's structural form.

The Hotel District would retain the architectural qualities and design of the buildings that are to remain on-site. New hotel buildings would complement the existing architectural themes (City of San Diego 2015c) and have been designed to provide visual relief, articulation, and off-sets so that the project would not result in an exceeding monotonous visual environment. Design objectives and guidelines for the Hotel District to ensure a quality visual environment include the following:

Design Objectives:

- Update the image of the hotel and enhance the visitor experience.
- Capture additional leisure market guests.
- Establish a cohesive theme for all land uses to unify site and building architectural language and create a unique sense of place.
- Create an “urban heart” for the Plan Area.

Design Guidelines:

- Establish an architectural and urban design fabric for new buildings and open spaces that complement and unify the disparate scale and style of the remaining hotel buildings.
- The main portal and focal point would be the new hotel lobby, bar, café, and restaurant, providing a central gathering place for the community and the co-mingling of guests and residents. This active and lively central area will be the urban heart of Town & Country and provide a social and entertainment meeting place.
- The exterior courtyards would be enhanced to allow the Conference Center guests to engage with the new hotel food and beverage services, and outdoor breakout spaces.
- Pedestrian access would be improved across the central green and to hotel rooms, amenities, and the River Park and Residential Districts.
- Pedestrian access to these amenities and passage through the building to the central hotel amenities are seen as important links between the adjacent Residential District and Hotel District.
- The eastern edge of the Hotel District would be defined by a continuous north-south public access corridor envisioned as a tree-lined green space providing access all the way through the site to the River Park District and San Diego River.

As stated in the Master Plan, the four residential parcels would have a unique identity but would clearly relate to the hotel district in style, aesthetic, colors, landscaping, and pedestrian connectivity to create a visual and physical connection between the districts. The Master Plan establishes standards and guidelines to shape buildings, streets, and places and encourages innovation and the design of high-quality architecture and urban form. The existing structures on the project site do not have a dominant architectural character and were built over several decades in multiple styles and scales. Therefore, one primary goal of the Master Plan is to develop a design strategy that would visually bring together the architecture of the new buildings to complement the buildings that are to remain on-site. This would ensure that the appearance of the project would not be disorganized or result in a monotonous visual environment, but rather would result in a unifying, aesthetic development. The design criteria as outlined in the Master Plan require distinct building architecture and articulation to differentiate between the Hotel and Residential Districts. These criteria break up the bulk, mass, and scale of the large structures and differentiate between the Districts. The implementation of the architectural design objectives and guidelines would ensure the project would not result in an exceeding monotonous visual environment, but an overall visually unifying environment. Figures 4.11-2 through 4.11-5

illustrate a conceptual level of articulation, with varying building planes and offsets, materials, and colors, which demonstrate the architectural and visual quality required by the Master Plan.

The designs of the new structures are relatively the same bulk with slight variances in height. Site massing would shift building mass to the edges of the project site to help establish a cohesive neighborhood. All elements of building character would be considered to complement, but not copy, the architecture of the existing structures on-site. Architecturally, finish texture and color of materials compatible and consistent with the overall approach would be used. Authentic construction details with appropriate articulation would be applied with consistency to all buildings.

As stated above, two buildings in the Hotel District (the Royal Palm Tower and the Golden Pacific Ballroom) would remain and do not comply with the height and setback design guidelines of the SDRPMP and MVPDO. However, this would not be significant as the structures are an existing condition and grandfathered uses that are not being expanded.

The proposed structures and parking structures in Residential Parcels 1, 2, and 3 and the Hotel District would comply with the height, bulk, and setback requirements of the Master Plan and zones MVR-5 and MV-CV. The structure in Residential Parcel 4 would not comply with SDMC, Section 1514.0301 regarding building set back from the River corridor. However, the Master Plan (Residential District) does require terracing of the building height and mass of the structure away from the River as required in the MVPDO and SDRPMP [and as depicted in Figure 4.11-6 Building Height Setback](#).

The project does not include crib, retaining, or noise walls greater than 6 feet in height and 50 feet in length with landscape screening or berming where the walls would be visible to the public, and, the project is not located in a coastal area and therefore does not include a shoreline protection device.

4.11.4.3 Significance of Impacts

The Master Plan for the project contains comprehensive and detailed standards and guidelines that would architecturally and visually connect the existing structures with the proposed structures to create an organized and unifying site. The project would improve the aesthetics of the site with quality architectural and site planning that is compatible with the surrounding development. The implementation of the architectural design objectives and guidelines would ensure the project would not result in an exceeding monotonous visual environment. The project would not significantly conflict with the height, bulk, or coverage regulations of the base zone and would be developed in compliance with the Master Plan.

4.11.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.11.5 Impact Analysis

Issue 3: Would the project result in bulk, scale, materials, or style which would be incompatible with surrounding development?

4.11.5.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to visual quality and neighborhood character may be significant if the project would:

- *Exceed the allowable height or bulk regulations and the height and bulk of existing patterns of development in the vicinity of the project by a substantial margin;*
- *Have an architectural style of use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme; or*
- *Be located in a highly visible area and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.*

4.11.5.2 Impact Analysis

Development surrounding the site consists of a mixture of architectural styles and materials that are not consistent in theme or style. Furthermore, the bulk and height of the area consists of office buildings ranging in height from approximately eight to 15 stories east of SR-163 and southeast of the project site. To the north is a nine-story apartment building located along Friars Road (north of Fashion Valley mall), and to the south are existing hotels that range from approximately five to 10 stories.

The proposed ~~six and seven-story~~ structures in the Residential Parcels that are adjacent to Hotel Circle North/Camino De La Reina and visible from I-8 and the local roadways comply with the height, bulk, and setback requirement of the MVR-5 zone. One proposed structure in Residential Parcel 4 and the two existing buildings in the Hotel District to remain do not comply with the height requirement of the MVPDO as discussed above. The proposed ~~seven-story~~ structures are compatible and complementary to the surrounding neighborhood character, bulk, scale, styles, and existing patterns of development.

The Master Plan identifies design objectives related to the use of use of building materials, colors, site planning and architecture. Figures 4.11-2 through 4.11-5 illustrate conceptual architectural styles, level of articulation, varying of the building planes and offsets, materials, and colors. The conceptual simulations demonstrate the level of architectural required by the Master Plan. Additionally, the project would be similar in height and bulk as the adjacent seven-story structure proposed to the east of the site (Union Tribune, Project 277550 / SCH No. 2013031032). Figure 4.11-5 shows the project with a portion of the proposed Union Tribune building and illustrates the compatibility of height, bulk, and scale. As designed, the project would be complementary and compatible with the surrounding development.

The project site is highly visible from I-8, Hotel Circle North/Camino De La Reina, and Fashion Valley Road. However, due to existing building, landscaping, topography, and vehicle speed, the site has limited visibility from SR-163 for both drivers and passengers. As shown in Figures 4.11-2 and 4.11-3, many of the existing palm trees within the Caltrans ROW along Hotel Circle North would remain in place. These are mature, tall trees that serve to provide additional landscape articulation of the frontage. The Master Plan contains a planting palette that would also place additional trees along this frontage. Both the existing trees to remain in place and the proposed landscaping would provide visual relief and break up the elevations that are most visible from I-8, Hotel Circle North, Camino De La Reina, and Fashion Valley Road.

The project would not contrast with the surrounding development or natural topography of the area. Additionally, the project would not result in the physical loss, isolation, or degradation of a community identification symbol or landmark, including any distinctive or landmark trees, or stand of mature trees as defined in the MVCP.

4.11.5.3 Significance of Impacts

Implementation of the project would not result in significant impacts associated with the allowable height regulations, bulk, scale, or patterns of development in the vicinity. All proposed structures except one in Residential Parcel 4 would comply with the height and setback requirements. The Master Plan would unify the site and ensure architectural style and compatibility of materials on-site and with the adjacent development. The Master Plan has design guidelines and objectives for the comprehensive design and common architectural theme so the project would not contrast with existing structures on-site, the surrounding development, or natural topography through excessive height, bulk, signage, or architectural projections. Therefore, impacts to visual quality and neighborhood character would be less than significant.

4.11.5.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.11.6 Impact Analysis

Issue 4: Would the project result in substantial light or glare which would adversely affect daytime or nighttime views in the area?

4.11.6.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to visual quality and neighborhood character may be significant if the project would:

- *Emit or reflect a significant amount of light and glare. To meet this threshold, one or more of the following must apply:*
 - *The project is moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent, and the project is adjacent to a major public roadway or public area.*
 - *The project would shed substantial light onto adjacent, light sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky.*

4.11.6.2 Impact Analysis

Light

The immediate project site is in a highly dense urban vicinity and consists of existing retail, commercial, office/industrial, hotel, residential, recreational uses, the River, and major freeways. Street lighting along the roadways and freeways, and exterior lighting at existing developments are the primary source of nighttime lighting and glare in the immediate area.

Exterior lighting would be installed throughout the project at building entries, along pathways, at residential units, and around landscape areas for general illumination. Exit illumination would be provided along the access driveway and at the entry/exit point at Hotel Circle North and Fashion Valley Road, as well as general lighting in the parking lot area for safety and security purposes. Proposed structures would also feature exterior lighting at entry points for illumination and security purposes. To limit light trespass onto adjacent properties, the River, and urban sky glow, all lighting would be directed downward and shielded, and would comply with the City's Outdoor Lighting Regulations, SDRPMP, and MHPA, as identified [Sections 4.4 Biological Resources and 4.1 Land Use](#) ~~in Mitigation Measure BIO-7.~~

The project would not create a new source of substantial light that would adversely affect daytime or nighttime views in the area.

Glare

Portions of the proposed building façades would feature glass (i.e., windows for the residential and new and remodeled structures in the Hotel District). Although specific window types have not been chosen at this time, windows that possess less than 30 percent reflectance would be selected in compliance with the City's Lighting and Glare Regulations. As a result, the reflection of natural or artificial light off the façades of structures would not represent a potential safety hazard to motorists on surrounding roadways, I-8, or SR-163. The project would not create a new source of substantial glare that would adversely affect daytime or nighttime views in the area.

Shading

The project includes a new residential structure that has a potential to cast shade on biological habitat along the San Diego River within the project site. The northern edge of the proposed structure on Lot 4 within the Residential District would be located approximately 140 feet from the habitat area. However, the northeast corner of the proposed structure will be approximately 80 feet at the closest point from the delineated habitat area. The habitat area would be considered shade-sensitive because sunlight is important to plant growth and habitat function.

An analysis based on computer generated shade diagrams using a 3D digital model of the proposed improvements was prepared for the project. Shading effects are dependent upon several factors, including the local topography, the height and bulk of a project's structural elements, the shade-sensitivity of the adjacent land use, the season and consequent length of shadows, and the duration of shadow projection. The study time period for evaluation utilized both the winter and summer solstice (9:00 AM to 3:00 PM and 9:00 AM to 5:00 PM respectively).

The shade study determined that the project would not cast shade within the delineated habitat area for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time (between early April and late October). The project would cast a moving patch of shade on a portion of the habitat area for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time on approximately 50 days (between November 27 and January 15). The area of habitat shaded would average approximately 600 sq. feet at ground-level. The maximum ground area that would be shaded is approximately 1,200 sq. feet and would occur on the winter solstice for less than 15 minutes. These impacts are measured at ground-level. Riparian habitat is tall, with most shrub species being more than 2 feet tall and mature tree species ranging from 20

to 60 feet tall. The spatial extent of shading and the duration of shading would decrease with height, with the tops of tree canopies being entirely free of shading impacts year-round.

Only a small area of shade (approximately 600 to 1200 sq. ft.) would move across the corner of the 8-acre habitat on only 14 percent of the days of the year. Because the patch of shade is constantly moving, and because only the lower portions of plants would receive shading, no single habitat area would be in shade for more than three hours at a time. This minimal amount of shading would have little effect on existing plants or wildlife in the shaded habitat. Therefore, the impact of shading on the habitat area would be less than significant.

4.11.6.3 Significance of Impacts

Outdoor lighting would be designed to be consistent with the City's Outdoor Lighting regulations. In accordance with the City's Lighting and Glare Regulations, the light reflectivity of the glass materials selected for the project would be consistent with the regulations. Lighting and glare impacts resulting from the project would be less than significant.

4.11.6.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

This page intentionally left blank.

4.12 PUBLIC SERVICES AND FACILITIES

This section includes a description of existing public services and facilities, a summary of applicable regulations, and an analysis of potential public service and facilities impacts of the project. The information presented in this section is based on technical memos provided by individual service providers.

4.12.1 Existing Conditions

Public services are functions and facilities that serve residents on a community-wide basis. Public services are generally provided to an area based on population, although each public service provider has their own set of service standards. The existing population of Mission Valley is roughly 21,303 as of 2014 (SANDAG 2015). The following section contains a description of the existing public services and facilities for the project site.

Police Protection

Police protection within the City of San Diego is provided by the San Diego Police Department (SDPD). The project site is currently served by the SDPD Western Division Substation at 5215 Gaines Street. This station serves the Mission Valley community west of SR-163, along with other nearby neighborhoods, including Linda Vista, Morena, University Heights, North Park, Burlingame, Hillcrest, Midtown, Mission Hills, Midway District, Loma Portal, Point Loma Heights, Ocean Beach, Sunset Cliffs, Roseville/Fleet Ridge, La Playa, and Wooded Area. The total service area of the Western Division Substation is about 22.7 square miles, with a population of 129,709 (SDPD 2015a). The project site is located specifically in Beat 623 of the Western Division. The SDPD has mutual aid agreements with all other law enforcement agencies in San Diego County.

Western Division is currently staffed with 110 sworn personnel and two civilian employees (SDPD 2016). Officers work 10-hour shifts. Staffing consists of three shifts, which operate 6:00 a.m. to 4:00 p.m. (First Watch), 2:00 p.m. to midnight (Second Watch), and 9:00 p.m. to 7:00 a.m. (Third Watch). Western Division currently deploys a minimum of 15 patrol officers on First Watch, 18 patrol officers on Second Watch, and 11 officers on Third Watch (SDPD 2016). The goal citywide is to maintain a ratio of 1.48 officers per 1,000 population; however, the SDPD does not staff individual stations based on this population ratio. The SDPD is currently staffing 1.34 sworn officers per 1,000 residents based on the 2015 estimated residential population of 1,311,882. The ratio is calculated to take into account all support and investigative positions within the SDPD. This ratio does not include the significant population increase resulting from citizens who commute to work from outside of the City of San Diego or those visiting.

The SDPD currently utilizes a five-level priority call dispatch system, which includes priority E (Emergency), 1, 2, 3 and 4 priority calls. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call priority as necessary based on the information received. Priority E and priority 1 calls involve serious crimes in progress or calls that could result in a potential for injury. Priority 2 calls include vandalism, disturbances, and property crimes. Priority 3 includes calls after a crime has been committed such as a cold burglary or loud music. Priority 4 calls include parking complaints or lost and found property reports.

Table 4.12-1 lists the SDPD's response-time guidelines, the 2015 citywide average response times for each priority call level, and the 2015 average response times for each priority level call within Beat 623. As indicated in Table 4.12-1, average response times for Beat 623 are faster than the SDPD goals for priority E and priority 1 calls, and are slower than the SDPD goal response times for priority 2, 3, and 4 calls. Response times are one of the various measures used to assess the level of service to the community.

Table 4.12-1
Western Division Call Priority Response Times

Call Priority	SDPD Goal Response Times	2015 Citywide Average Response Times	2015 Beat 623 Average Response Times
Priority E – Imminent threat to life	Within 7 minutes	7 minutes	6.5 minutes
Priority 1 – Serious crimes in progress	Within 14 minutes	14.3 minutes	12.3 minutes
Priority 2 – Less serious crimes with no threat to life	Within 27 minutes	35 minutes	33 minutes
Priority 3 – Reported after a crime has been committed	Within 68 minutes	87.1 minutes	89.5 minutes
Priority 4 – Parking complaints and lost and found reports	Within 70 minutes	119.4 minutes	106.3 minutes

Sources: City of San Diego 2008; SDPD 2015c, 2016

Fire and Emergency Services

The City of San Diego Fire-Rescue Department (SDF-RD) provides fire protection and emergency services to the project site through existing facilities. There are seven (first alarms) fire stations available to serve the project site: Fire Station 5 at 3902 9th Avenue, Fire Station 8 at 3974 Goldfinch Street, Fire Station 23 at 2190 Comstock Street, Fire Station 20 at 3305 Kemper Street, Fire Station 18 at 4676 Felton Street, Fire Station 28 at 3880 Kearny Villa Road, and Fire Station 25 at 1972 Chicago Street. These fire stations are roughly 1.2 miles southeast,

1 mile southwest, 1.45 miles north, 2.75 miles southwest, 2.7 miles east, 3.5 miles northeast, and 2.5 miles northwest of the project site, respectively. Table 4.12-2 provides a brief summary of each fire station. In fiscal year 2014, 75 percent or more of the incident runs at all fire stations were medical/rescue oriented, compared to fire-related incidents (SDF-RD 2015b).

Table 4.12-2
Fire and Emergency Services

Responding Vehicle	Station	Response Time	District Area
Engine 5, Battalion 2	Station 5	6:04 minutes	4.12 square miles
Engine 8	Station 8	7:20 minutes	2.66 square miles
Engine 23	Station 23	7:22 minutes	4.00 square miles
Engine 20, Truck 20	Station 20	8:14 minutes	4.60 square miles
Engine 18	Station 18	8:30 minutes	2.98 square miles
Truck 28	Station 28	8:47 minutes	7.76 square miles
Battalion 3	Station 25	9:15 minutes	5.40 square miles

Source: SDF-RD 2015b, 2015c

The response times listed in Table 4.12-2 represent the total time it takes for the responding vehicle to reach the project site. This includes a 1:00-minute call processing time, a 1:30-minute turn out time, and the drive time from the unit's station to the project site (SDF-RD 2015c). The responding vehicles listed in Table 4.12-2 compose the first alarm dispatch. If it is determined by the incident commander at the scene that additional units are needed, a second alarm dispatch is requested, at which time units from additional stations would be dispatched. The SDF-RD also implements the "live routing" system, in which the closest service vehicle to the emergency location is allowed to respond to the call. This system increases efficiency of the response system and can reduce response times.

Fire Station 45, which opened in November 2015, is located at 9366 Friars Road, approximately 4 miles northeast of the project site. This station would serve the project site if a second alarm dispatch is requested to respond to the emergency.

Schools

The project site is located within the boundaries of SDUSD. The project site is served by the existing facilities of Carson Elementary School (grades K–5) at 6905 Kramer Street, Montgomery Middle School (grades 6–8) at 2470 Ulric Street, and Kearny High School (grades 9–12) at 7651 Wellington Street, all of which are located in Linda Vista. Carson Elementary is roughly 2.1 miles from the project site, Montgomery Middle school and Kearny High School are both roughly 2.5 miles from the project site.

In 2014, Carson Elementary had 476 students enrolled, Montgomery had 476 students, and Kearny High School had 1,504 students enrolled (SDUSD 2015). As stated in the City of San Diego General Plan, elementary schools in the SDUSD have an allowable capacity of 700 students, middle schools have a maximum enrollment set at 1,500 students, and high schools have a maximum capacity of 2,000 students (City of San Diego 2008). However, SDUSD estimates the capacity of these specific school facilities to be 608 students at Carson Elementary, 639 students at Montgomery Middle, and 1,679 students at Kearny High (SDUSD 2015). Currently, none of the schools serving the project site have reached their allowable capacity.

Libraries

The project site is provided library services and facilities by the San Diego Public Library System, which consists of the Central Library in Downtown San Diego and 35 branch libraries throughout the City. There are four branch libraries located less than 3.5 miles from the project site. The Mission Hills library is located at 925 W. Washington Street and is roughly 2 miles to the southwest. The Linda Vista is located at 2160 Ulric Street approximately 2 miles to the north, and University Heights is located at 4193 Park Boulevard is approximately 3 miles to the southeast. The Mission Valley Library is located approximately 3.5 miles to the east of the project site at 2123 Fenton Parkway. In addition to providing a variety of literature, services provided by the San Diego Public Library system include extended education for adults and youths, internet access, meeting rooms, job search assistance, and more. The Mission Valley Library operates under extended hours of operation over the weekend to allow for increased use of the facility. The General Plan encourages branch libraries to be a minimum of 15,000 sq. ft. of dedicated library space, with adjustments for community-specific need. According to the City's 2011 thresholds, "branch libraries should serve a resident population of 30,000 and may be established when a service area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000" (City of San Diego 2011).

Parks and Recreational Facilities

The project site is located within the Mission Valley Community Planning Area, a highly urbanized area, consisting mainly of commercial and residential uses, within the North Central Region of the City's Recreation Element. This area includes Clairemont Mesa, Kearny Mesa, Linda Vista, Mission Valley, Serra Mesa, and University. There are many regional parks located throughout the City, most of which can be accessed by public transportation. According to the Recreation Element of the City of San Diego General Plan, the City of San Diego has over 38,930 acres of park and open space lands that offer a diverse range of recreational opportunities. Larger park facilities in the vicinity of the project site include Balboa Park approximately 4 miles southeast, Mission Bay Park approximately 5 miles west, Mission Trails Regional Park

approximately 10 miles to the northeast, and Presidio Park approximately 2.5 miles west of the project site.

The City operates three different types of parks for residents and visitors, including population-based parks (neighborhood and community), resource-based parks that include natural or man-made resources intended to serve the citywide population, and open space parks that allow public access to undeveloped natural landforms.

The City's Recreation Element establishes a minimum standard of 2.8 acres per 1,181 people for population-based parks. This standard can be met through neighborhood and community park acreage, as well as park equivalencies. SANDAG estimates that the household population of Mission Valley was 21,023 in 2015, which would translate into a park acreage requirement of approximately 55.83 acres. Currently, Mission Valley only has approximately 8.05 acres of existing public park space at Sefton Field. Thus, Mission Valley needs an additional 50.78 acres to meet the City standard for park land.

The San Diego River is zoned as open space and is located to the north of the project site. The River is currently fenced to help control access into the River. There is no standard for open space or resource-based parks in the City's Recreation Element.

In addition, there are limited semiprivate recreational facilities at the western end of Mission Valley. The Mission Valley YMCA is a semiprivate facility located at 5505 Friars Road approximately 4 miles west of the project site. The YMCA provides both indoor and outdoor recreational opportunities in a park-like setting along the River.

The MVCP indicates that two additional park-like recreation areas are planned for future development by the City on City-owned land in Mission Valley. One location is identified in the vicinity of Qualcomm Stadium, and the second location is near the existing YMCA.

4.12.2 Regulatory Framework

Applicable regulations and the associated agencies with regulatory authority and oversight are described below.

Federal Regulations

There are no federal regulations relevant to public services and facilities for this project.

State Regulations

California Mutual Aid Plan

The California Mutual Aid Plan establishes policies, procedures, and responsibilities for requesting and providing inter- and intra-agency assistance in emergencies. The plan directs local agencies to develop automatic or mutual aid agreements, or to enter into agreements for assistance by hire (e.g., Schedule A contracts) where local needs are not met by the framework established by the Mutual Aid Plan.

Assembly Bill 16

AB 16 was passed in 2002 and created the Critically Overcrowded School Facilities program to supplement the construction provisions within the School Facilities Program (SFP). The SFP provides state funding assistance for new construction and modernization of facilities. The Critically Overcrowded School Facilities program allows school districts that have been determined by the California Department of Education (CDE) to have critically overcrowded facilities to apply for new construction projects without meeting all SFP program requirements (CDE 2015). Districts with SFP new construction eligibility and school sites included on a CDE list of source schools may apply (Chapter 33, Statutes of 2002).

Senate Bill 50

SB 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. School impact fees are collected at the time when building permits are issued. Payment of school fees are also collected at the time when building permits are issued. Payment of school fees is required by SB 50 for all new residential development projects and is considered “full and complete mitigation” of any school impacts. School impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts (Chapter 407, Statutes of 1998).

Quimby Act and Assembly Bill 1359

Cities and counties have been authorized since the passage of the 1975 Quimby Act (Government Code Section 66477) to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through

the Quimby Act cannot be used for the operation and maintenance of park facilities. The dedicated land or fees may only be used for the development or rehabilitation of neighborhood or community parks or recreational facilities in the subdivision they were provided for, according to AB 1359 (Chapter 412, Statutes of 2013), unless certain requirements are met and an exception is made. The goal of the Quimby Act is to require developers to help mitigate the impacts of property improvements. The act gives authority for passage of land dedication ordinances only to cities and counties. Special districts must work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services communitywide.

Local Regulations

City of San Diego General Plan

The City of San Diego's General Plan contains a Public Facilities, Services, and Safety Element to address publicly managed and provided facilities and services. This element provides policies for financing, prioritization, developer, and City funding responsibilities for public facilities in San Diego.

4.12.3 Impact Analysis

Issue 1: Would the project result in substantial adverse physical impacts from the construction of new or altered governmental facilities for police protection, fire/life safety protection, schools, libraries, or parks or other recreational facilities.

4.12.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to public services and facilities would be significant if the project would promote growth patterns resulting in the need for new or expanded public service facilities, the construction of which would cause direct, adverse environmental impacts in order to maintain service ratios, response times, or other performance objectives, as stated in Appendix G of the CEQA Guidelines.

4.12.3.2 Impact Analysis

Police Protection

The project site is served by Beat 623 within the Western Division of the SDPD. As stated above, the project site is served by the substation at 5215 Gaines Street. As shown in Table 4.12-1, Beat 623 has an average response time below the Citywide average and the SDPD goal

response times for all priority call types. The SDPD is currently staffing 1.34 officers per 1,000 residents based on a 2015 estimated total City residential population of 1,311,882. While construction of residential units would increase population at the project site, there would be a decrease in hotel and convention center space, and the change in population density is not anticipated to affect police services. The project is adjacent to streets currently patrolled by the SDPD; therefore, response times are not anticipated to increase after project construction. Additionally, Development Impact Fees would be paid prior to building permit issuance and would help maintain police service levels without the additional expansion or construction of new facilities. Existing facilities would continue to serve the project site and would not require the alteration or construction of new facilities.

Fire/Life Services

In 2011, Citygate Associates, LLC published the Fire Service Standards of Response Coverage Deployment Study for the City of San Diego Fire-Rescue Department (Citygate 2011). The City adopted the performance measure recommended by Citygate in that report that first-due units should arrive to the site of the emergency within 7.5 minutes 90 percent of the time. This includes the 1-minute call processing time, 1.5-minute turnout time, and 5-minute drive time. Additionally, the Citygate standards state that for multiple-unit calls to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once, a multiple-unit response of at least 17 personnel should arrive within 10:30 minutes/seconds from the time of 911-call receipt in fire dispatch, 90 percent of the time. This equates to 1-minute dispatch time, 1.5-minute company turnout time and 8-minutes drive time spacing for multiple units in the most populated areas (Citygate 2011). The project site is served by Fire Station 5, located at 3902 9th Avenue, approximately 1.2 miles southeast from the project site. Fire Station 5 is equipped to dispatch one fire engine and one battalion chief. As shown in Table 4.12-2, responders from Fire Station 5 make it to the project site on average in 6:04 minutes, which is well within the Citygate standard. Additionally, two of the stations that provide backup services, Stations 8 and 23, also arrive to the project site within the 7.5-minute standard. The redevelopment of the project site would not impact the response times of these fire stations, and the site would continue to allow for fire service access. While construction of residential units would increase population at the project site, there would be a decrease in hotel and convention center space, and the change in population density is not anticipated to affect fire services. Additionally, the “live routing” system would help the SDF-RD to keep response times low. The project site is not located within a brush fire hazard area, hillside, or area with inadequate fire hydrant services or street access. The project would not involve the use, manufacture, or storage of toxic, readily-combustible, or otherwise hazardous materials and would allow for adequate SDF-RD access pursuant to the California Fire Code and Fire and Hazard Prevention Services Policy A-00-1. Additionally, Development Impact Fees would be paid prior to building permit

issuance and would help maintain service levels without the additional expansion or construction of new facilities. No new or expanded facilities would be required as a direct result of the project.

Schools

The implementation of the project would develop 840 multi-family dwelling units. This creation of permanent housing structures would generate new students in the area that would need to be served by the schools listed in Section 4.12.1. As previously stated, all of these schools are below their estimated capacity. SDUSD estimated the number of students that would be generated by the project based on the type of project, number of units, bedroom mix, and neighborhood, as well as other factors, using existing similar developments in the vicinity as a reference. [The schools that would service the project site are: Carson Elementary, Montgomery Middle and Kearny High.](#) The project is estimated to generate a total of 34 to 68 students upon completion: 22 to 44 elementary students, three to six middle school students, and nine to 18 high school students. Based on these generation rates, the existing schools have sufficient capacity [in the near term](#) to serve these students, and the project would not result in the need for new or expanded school facilities ~~(SDUSD 2015)~~. The SDUSD identified the potential for schools in the area to meet or exceed their capacity in the cumulative condition (SDUSD 2015). Per Government Code §65996, however, by law, the payment of standard school fees constitutes full mitigation of any project impact. Therefore, no cumulative impact would occur.

Further, through compliance with SB 50 and payment of school facilities fee, any impacts to schools would be fully mitigated. Development Impact Fees would be paid prior to building permit issuance.

Libraries

The Mission Valley community consists of 21,303 residents as of 2014. As the General Plan establishes that branch libraries should be able to serve a resident population of 30,000, any one of the four libraries near the project site could serve the entire population of Mission Valley alone. Even with the population increase projected to be generated by the project, existing library systems would not be impaired, nor would additional or expanded library facilities be required. Because residents may use the central library or any branch library that is part of the San Diego Public Library system, the existing branches could adequately serve the increase in residents from the project and no new or altered facilities would be required. Development Impact Fees would be paid prior to building permit issuance.

Parks and Recreational Facilities

The project proposes 840 multi-family residential units and 177,137 sq. ft. of nonresidential construction. The population projected to be generated by the project is 2,394 permanent residents. The City's Recreation Element establishes a minimum standard of 2.8 acres per 1,000~~181~~ people for population-based parks. With the application of the multi-family vacancy rate, the project is required to provide ~~34.03~~31 acres of population-based public parks. This standard can be met through neighborhood and community park acreage, as well as park equivalencies. The project proposes to construct a ~~3.84~~3.31-acre passive park on-site~~that exceeds the population-based public park requirement by 0.3 acre~~. The ~~3.84~~3.31 acre population-based public park would include 0.02 acre of park equivalency credits for improvements to the multi-use bridge across the River. The population-based public park is proposed to be adjacent to ~~8.11~~7.5 acres of restored and/or enhanced native riverine habitat accessible to the public along the San Diego River. While the community of Mission Valley has a deficit of existing required park space, the project would not impair existing facilities, and through the fulfillment of park requirements on-site any impacts to parks would be fully mitigated. Additionally, the physical impacts of the park are part of the project features, and physical impacts have been taken into account as part of the analysis for noise, air quality, biological and cultural resources, hydrology and water quality, etc., and no additional impacts beyond those already addressed would occur.

4.12.3.3 Significance of Impacts

Because the project would not necessitate the construction of new public improvements (other than park and street improvements analyzed throughout the EIR) and is served by existing facilities that would not need to be expanded upon, there are no significant impacts to public services.

4.12.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.13 PUBLIC UTILITIES

This section includes a description of existing public utilities, a summary of applicable regulations, and analysis of public utilities impacts of the project. The information presented in this section is based on the findings of the Sewer System Analysis and Water System Analysis for the Town & Country Redevelopment Project prepared by Dexter Wilson (2016), the Water Supply Assessment Report, prepared by the City of San Diego Public Utilities Department (2016), and the WMP, prepared by Leppert Engineering Corporation (2016).

4.13.1 Existing Conditions

Public utilities are functions and facilities that serve residents on a community-wide basis. Public utilities are generally provided to an area based on population, although each public utility provider has their own set of service standards. The existing population of Mission Valley is roughly 21,303 as of 2014 (SANDAG 2015). The following section contains a description of the existing public services and utilities for the project site.

Water

Potable water supply is provided by the City of San Diego's Public Utility Department from mains located in the public roads adjacent to the site. The City of San Diego is a member agency of the San Diego County Water Authority (SDCWA), the organization that supplies water to the western third of San Diego County. The City purchases approximately 85 percent of its water from the SDCWA.

In 2007, the City of San Diego began much-needed improvements to their water system infrastructure including water mains, treatment plants, and pump stations. The Public Utilities Department strives to replace 10 to 12 miles of cast iron water distribution mains each year, in addition to major Capital Improvements Program projects (City of San Diego 2015a). The site currently has three off-site connections to a 16-inch public main in Fashion Valley Road, an 8-inch public main in Hotel Circle North, and an 8-inch public main in Camino De La Reina. These mains receive water from the Alvarado 1st Pipeline. The western portion of the site is served by two 8-inch connections to the 16-inch main in Fashion Valley Road that form a loop through the site. There are two additional connections on Camino De La Reina. The on-site water system for the project site is a network of private mains that traverse the site to serve existing buildings and fire hydrants.

Wastewater

Wastewater facilities are provided to the project site by the Public Utilities Department of the City of San Diego. The wastewater system comprises two components: The Metropolitan Sewerage Sub-System, which serves a 450-square-mile area, and the Municipal Wastewater Collection Sub-System, which serves a 330-square-mile area. As mentioned in the potable water infrastructure discussion, the City of San Diego has been making improvements to the wastewater facilities since 2007. Facilities in the City of San Diego wastewater system include the Point Loma Wastewater Treatment Plant, the North City and South Bay Water Reclamation Plants, and the Metro Biosolids Center. The Point Loma Wastewater Treatment Plant currently treats roughly 175 million gallons of wastewater per day, and has a capacity of 240 million gallons per day (City of San Diego 2015a).

The existing development is composed of several existing private sewer mains varying in size throughout the site. The existing sewer mains are part of five systems that connect to off-site public mains; two located on Fashion Valley Road, one on Hotel Circle North and two on Camino De La Reina. All sewer flows are sloped toward the southern property line. There are two existing sewer pump stations located within the site; one near the eastern property line just south of the Regency Tower, the other is located at the southeastern corner of the site.

Storm Water

Storm water runoff is conveyed to receiving waters via streets, gutters, cross gutters, and storm drain systems. The existing project site storm drain system consists of several private mains varying in size collecting runoff from inlets and area drains and discharging to six off-site locations. The majority of the site runoff is conveyed to four outlet locations that discharge directly to the San Diego River. The project site is currently fully developed and nearly 100 percent impervious surfaces.

Solid Waste

Each jurisdiction in the San Diego region is responsible for its own integrated solid waste management planning, implementation, monitoring, public information, budgeting, and enforcement; however, these responsibilities may be delegated to a franchised hauler (County of San Diego 2004). The City of San Diego manages the collection, recycling/composting, and disposal of solid waste, by providing services directly or managing private franchises that provide the services. Six landfills are operating in San Diego County: Borrego Landfill, Otay Landfill, West Miramar Landfill, Sycamore Landfill, San Onofre, and Las Pulgas. Waste generated at the project site would most likely be taken to West Miramar Landfill, which is

owned and operated by the City of San Diego and located at 5180 Convoy Street. Waste could also be taken to the Otay or Sycamore landfills, both of which are owned and operated by Allied Waste Industries. San Onofre and Las Pulgas are used exclusively by Marine Corps Base Camp Pendleton. Currently at the project site commercial/hotel operational waste is estimated to be 0.0028 tons per sq. ft. per year, as stated in the project's WMP (Leppert Engineering Corporation 2016).

Gas and Electricity

San Diego Gas and Electric (SDG&E) is the owner and operator of electricity transmission and distribution, and natural gas distribution infrastructure in San Diego County, and currently provides gas and electric services to the project site. SDG&E is regulated by CPUC, which sets gas and electricity rates for SDG&E. Currently, San Diego's major operating power plant is the Encina Power Plant, located in Carlsbad. As of January 2014, it was determined that the Encina Power Plant would be replaced by a newer power plant, the Carlsbad Energy Center Project, expected to be operational in 2017 (CEC 2015). Additionally, several smaller power-generating plants that supplement the energy supply are located throughout the county.

4.13.2 Regulatory Framework

Applicable regulations and the associated agencies with regulatory authority and oversight are described below.

State Regulations

Assembly Bill 939

AB 939 (Chapter 1095, Statutes of 1989), also known as the Integrated Waste Management Act of 1989, requires that each city and county in California Source Reduction and Recycling Elements to divert 25 percent of its waste stream by 1995, and 50 percent by 2000, with the base year set as 1990. The passage of SB 1016 changed the way that waste diversion is measured. As of 2007, the diversion requirement is measured in a uniquely calculated in pounds per person per day that is different for each jurisdiction, and relates back to the original 50 percent diversion target (CalRecycle 2010). The goal of AB 939 is to reduce dependence on landfills for waste disposal. The act established a hierarchy of priority for waste management: (1) source reduction (waste prevention), to reduce the amount of waste generated at its source; (2) recycling (or reuse) and composting; (3) transformation; and (4) disposal by landfilling. The IWMP for the County of San Diego provides a summary of the Source Reduction and Recycling Elements of all of the

County's jurisdictions, and provides a Siting Element addressing the requirement for 15 years of disposal capacity within the County.

Assembly Bill 341

As stated above, AB 939 required that cities, counties, and regional agencies develop a source reduction and recycling element of an IWMP to divert 50 percent of all solid waste from landfill disposal or transformation by January 1, 2000. AB 341 amended that act to require that the State of California must set a policy goal that no less than 75 percent of solid waste is source reduced, recycled, or composted by 2020.

Assembly Bill 1826

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units. Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. The minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Senate Bill 50

SB 50, or the Leroy F. Greene School Facilities Act of 1998, restricts the ability of local agencies to deny project approvals on the basis that public school facilities (classrooms, auditoriums, etc.) are inadequate. School impact fees are collected at the time when building permits are issued. Payment of school fees are also collected at the time when building permits are issued. Payment of school fees is required by SB 50 for all new residential development projects and is considered "full and complete mitigation" of any school impacts. School impact fees are payments to offset capital cost impacts associated with new developments, which result primarily from costs of additional facilities, related furnishings and equipment, and projected capital maintenance requirements. As such, agencies cannot require additional mitigation for any school impacts (Chapter 407, Statutes of 1998).

Quimby Act and Assembly Bill 1359

Cities and counties have been authorized since the passage of the 1975 Quimby Act (Government Code Section 66477) to pass ordinances requiring that developers set aside land,

donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The dedicated land or fees may only be used for the development or rehabilitation of neighborhood or community parks or recreational facilities in the subdivision they were provided for, according to AB 1359 (Chapter 412, Statutes of 2013), unless certain requirements are met and an exception is made. The goal of the Quimby Act is to require developers to help mitigate the impacts of property improvements. The act gives authority for passage of land dedication ordinances only to cities and counties. Special districts must work with cities and/or counties to receive parkland dedication and/or in-lieu fees. The fees must be paid and land conveyed directly to the local public agencies that provide park and recreation services communitywide.

Local Regulations

San Diego Regional Municipal Storm Water Permit

An MS4 is defined as a conveyance or system of conveyances (e.g., municipal streets, catch basins, gutters, storm drains, etc.) used for collecting or conveying storm water that is not a combined sewer or connected to a publicly owned treatment network. The San Diego Municipal Storm Water Permit (Order R9-2013-0001) (as amended by Order No. R9-2015-0001) (Municipal Permit) regulates the conditions under which storm water and non-storm water discharges into and from MS4s are prohibited or limited. The 18 cities, County government, San Diego County Regional Airport Authority, San Diego Unified Port District, Del Mar Fairgrounds, and UCSD each owns or operates an MS4, through which it discharges storm water and non-storm water into waters of the U.S. within the San Diego region. These entities are the San Diego County Copermittees (Copermittees) which, along with the Orange County Copermittees, are subject to the requirements of the permit. The Caltrans storm water system is regulated separately under the Caltrans NPDES Permit, as described below. This permit requires each of the Copermittees to prepare a Jurisdictional Urban Runoff Management Program (JURMP) to control the contribution of pollutants to and the discharges from the MS4. Each of these JURMPs includes a component addressing construction activities, development planning, and existing development. For a more detailed discussion of the San Diego Regional Municipal Storm Water Permit, see Section 4.6, Hydrology and Water Quality.

4.13.3 Impact Analysis

Issue 1: Would the project result in the need for new systems or require substantial alterations to existing utilities, including those necessary for water, sewer, storm drains, gas and electricity, and solid waste management? If so, what physical impacts would result from the construction of these facilities?

4.13.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impact analysis of public utilities should focus on the physical impacts associated with the construction of new or expansion of existing public utilities. Impacts to public utilities would be significant if the removal, construction, and/or relocation of the utility would:

- *Result in a need for new systems, or require substantial alterations to existing utilities (e.g. water, sewer, natural gas, solid waste disposal, etc.), the construction of which would create physical impacts;*
- *Consist of residential developments of more than 500 units or hotels or motels having more than 500 rooms;*
- *Mixed use projects that include one or more of the projects listed above;*
- *Demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.*

4.13.3.2 Impact Analysis

Water

The project is a transit oriented mixed use development comprised of 840 new multi-family residential units and 700 renovated hotel rooms and therefore subject to Senate Bills 610 and 221. As stated previously, the existing site is already developed and much of that development is proposed to remain. As stated in the WSA, the project uses primarily drought resistant landscaping, and projected water demands of the project are 299,338 gpd. Water usage of the existing facility is 122,321 gpd, so the net increase in water demand as a result of the project would be 171,696 gpd. This additional water demand is accounted for through the Accelerated Forecasted Growth demand increment of the SDCWA's 2010 UWMP (Appendix M) (City of San Diego Public Utilities Water & Wastewater 2016) and is not considered excessive.

Several of the existing public water facilities servicing the existing project site will stay in service to serve the project. The project would receive water through the existing 16-inch line and the 8-inch line in Camino De La Reina and Hotel Circle North would be replaced by a 12-inch line that would connect to the existing 10-inch line in Camino De La Reina, which would continue to receive water from the Alvarado 1st Pipeline, a 30-inch transmission main that runs south of the project.

In addition to the existing infrastructure, a public 12-inch loop is proposed that will connect to the 16-inch line in Fashion Valley Road and connect to a proposed public 12-inch line in Camino De La Reina to supply water to the new residential buildings. A proposed private 12-inch line will also be extended along the easterly boundary of the site to serve the northernmost residential building.

To supply the new residential buildings, two connections are proposed to the existing public system with backflow preventers to supply the existing on-site 8-inch private fire protection system to ensure adequate fire flow to the project. Some minor reconnections and rerouting would occur through the project site to keep the existing services intact and allow a separate system to be built for the new residential development. Existing on-site fire mains would remain as needed to provide proper fire protection for the existing buildings. All water mains would be constructed in accordance with the approved Water and Sewer Studies. Construction of the new water mains and the expansion of the 8-inch line have been analyzed throughout this EIR as part of the project and no additional physical impacts beyond those already addressed would occur.

Wastewater

Sewer facilities are already in place at and adjacent to the project site. Per the Sewer System Analysis (~~Appendix K of~~ [prepared for this project EIR](#)), existing sewer flow at the project site from the hotel facilities is 78,050 gallons per day (gpd). While the sewer flow generated by hotel facilities is projected to be reduced once the project is constructed, the addition of residential units would lead to an overall net increase of 65,800 gpd. The project would continue to utilize the two existing sewer connections to the sewer line in Fashion Valley Road. Additionally, a new connection would be added for a private sewer line that would convey sewage from the majority of the new residential units. Impacts for this new connection have been taken into account as part of the analysis of the project for noise, air quality, hydrology and water quality, growth inducement, etc., and no additional impacts beyond those already addressed would occur. The line in Fashion Valley Road was originally modeled to handle existing and future sewage flows. New sewer facilities would be constructed in accordance with the approved Water and Sewer Studies. The Sewer System Analysis states that, with implementation of the project, the maximum depth/diameter ration in this sewer line would increase from 0.24 to 0.47, which meets City capacity criteria. The project would not result in a need for new off-site sewer systems, or require substantial alterations to existing sewer utilities such that physical impacts would occur.

Storm Water

The storm water system for the project would consist of two systems: one that would provide for the new development and another that would maintain the existing infrastructure to serve the

existing hotel areas that will remain on the project site. Outfall pipes at the San Diego River would remain in place. The storm drain system would be designed per the City of San Diego's Drainage Design Manual. The project would increase the amount of pervious area from 7.4 acres under existing conditions to 8.4 acres under proposed conditions. Accordingly, peak drainage flows to existing San Diego River outlets and drainage culverts would be reduced under proposed conditions compared to existing conditions, with the exception of the new outlet to the San Diego River (Fusco 2015⁷). Existing infrastructure would be utilized as well as a new outlet, and current drainage patterns would be largely maintained. While new private infrastructure would be built on-site, no public infrastructure would be needed. The impacts of the construction and operation of such storm drain features are analyzed throughout this EIR as part of the project and no additional physical impacts beyond those already addressed would occur.

Solid Waste

Pursuant to the City's Solid Waste Significance Determination Thresholds, a WMP was prepared for the project (see Appendix L). As identified in the WMP, demolition of existing facilities on the project site would generate an estimated 385.5 tons of waste, and new construction would generate an estimated 1,989 tons of waste. Together, construction and demolition activities are estimated to generate roughly 2,374.5 tons of waste. According to the City's Significance Determination Thresholds, a project would have a direct impact on solid waste facilities if the project could generate 1,500 tons of solid waste or more that would be disposed in a landfill. The project would divert approximately 76 percent of solid waste such that only approximately 564 tons would be disposed, which is below the threshold of significance. The programs being implemented to reach this diversion rate are outlined in the WMP (Appendix L). As such, construction and demolition activities for the project would exceed these thresholds. As explained in the WMP, overall, more than 75 percent of construction and demolition debris will be diverted from disposal.

The WMP also states that during occupancy of the project, multi-family residential units are expected to generate 1.6 tons per unit per year. With implementation of the project specific WMP consistent with the City of San Diego Significance Determination Thresholds, and compliance with City solid waste and recycling laws and regulations, including City Ordinances O-19420, O-19694, O-19678, and the SDMC's Refuse and Recyclable Materials Storage Regulations, solid waste impacts would be reduced to below a level of significance. These ordinances and other applicable laws and regulations are included as appendices to the WMP.

Gas and Electricity

As stated in the City's Significance Determination Thresholds, electrical power and natural gas services are generally provided to the San Diego metropolitan area by SDG&E. SDG&E handles power and gas requirements for upcoming development projects on a case-by-case basis and consults with developers to incorporate energy saving devices into project design, where feasible. SDG&E forecasts future electric power and natural gas consumption demand continuously. In situations where projects with large power loads are planned, these new large power loads are considered together with other existing or anticipated future loads in the project vicinity, and electrical substations are upgraded or new substations are built if the capacities of existing substations are exceeded. Direct impacts to electrical and natural gas facilities are addressed and mitigated by SDG&E at the time incoming development projects occur and are not typically evaluated by City staff. The specific thresholds related to excessive energy and power use are addressed in Section 4.9 Energy.

4.13.3.3 Significance of Impacts

New public water mains would be required to be constructed as a result of the project. All water mains would be constructed in accordance with the approved Water and Sewer Studies. Water main and storm water expansions have been taken into account as part of the project and no additional impacts beyond those already assessed for the project would occur. No additional or expanded utilities would be required for wastewater. The project would adequately reduce and manage waste pursuant to the measures outlined WMP. These measures include the implementation of recycling services and separation of waste materials and the implementation of storm water BMPs to collect loose debris, and collect and properly dispose of green waste from landscaping services. In addition, the residential structures would be built to LEED Silver standards [or equivalent](#), and would use drought-tolerant landscaping and would not use excessive amounts of water. Therefore impacts to public utilities would be less than significant.

4.13.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.13.4 Impact Analysis

Issue 2: Do baseline impacts on water conservation affect the limited water supply and availability?

4.13.4.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to water supply may be significant if the project would:

- *Use excessive amounts of potable water; or*
- *Use predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes.*

4.13.4.2 Impact Analysis

The City of San Diego Public Utilities Department receives the majority of its water supply from the Metropolitan Water District (MWD) through the SDCWA. In addition, the MWD and the SDCWA have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. MWD's Regional Urban Water Management Plan (UWMP) and Integrated Resources Plan (MWD 2010) and the SDCWA's 2010 UWMP and annual water supply report include projects that meet long-term supply needs through securing water from the State Water Project, Colorado River, local water supply development, and recycled water. The SDCWA's 2010 UWMP provides for a comprehensive planning analysis at a regional level and can include water use associated that was not accounted for through the use of the Accelerated Growth Forecast (AGF) component of the 2010 UWMP. As this project was proposed after the 2010 UWMP, the AGF was used to estimate the unanticipated water demands associated with this project.

As the project includes over 500 units it exceeds the Water Code Section 10912(a)(7) threshold requirements and triggers the need for a water supply assessment (WSA) under the parameters of SB 610. A WSA was prepared by the City of San Diego Public Utilities Water & Wastewater department. The WSA determined that existing water supplies would be sufficient to serve the project and no impact to water supply is identified.

As stated previously, the existing site is already developed and much of that development is proposed to remain. Table 4.13-1 from the WSA below presents the existing water demands on the project site as well as projected water demands for the proposed uses of the site

**Table 4.13-1
Existing and Proposed Water Demands**

Category	Area (sq. ft)	Quantity (units/rooms/seats/ employee)	Estimated Potable Water Use	
			Gallons per Day	AFY
Employees ¹		904	54,240	59.7
Total				59.7
Projected Water Demands for Town & Country Project				
Multi-family Home (units) ²		840	147,840	162.6
Hotel (rooms) ^{3,4}		700	82,880	91.2
Conference Hall ⁵	177,137		6,503	7.2
Restaurant (seats) ⁶	12,800	492	15,262	16.8
Restaurant employee ^{7,1}		250	15,000	16.5
Landscaping	649,044		31,853	35.0
Total			299,338	329.3
Net Water Demands				
Existing (Actual)			137.0	AFY
Projected			329.3	AFY
Planned from SDCWA's Accelerated Forecasted Growth (based on existing usage)			192.3	AFY
Net Unanticipated Demands			0.0	

1. The utilization of 60 gallons per person per day is the City's acceptable standard for employment water use.
2. 80 gallons per capita per day (gpcd) is the City's acceptable standard for multi-family water consumption (includes landscaping water demands). The person per household (residential) is estimated at 2.2.
3. AWWA Research Foundation Data: For Hotel low End Water Usage 107 Gallons/room/day, High End Usage 148 Gallons/room/day; Average 128 Gallons/room/day. High End Usage was used for the project because based on data from AWWA, this hotel exceeds the low end water usage of 107 Gallons/room/day.
4. Based on research done for Hotel calculations the occupancy rate is 80% percent for San Diego (City Data)
5. Based on billing data of Convention Center (Harbor drive and park Blvd) - average water usage is 13.4 gallons/sq/year
6. Average 13 sq. ft. per person per seat for spacious dining (allows for table, chair, and aisle, and considering only half the area for seatings). Source: http://www.seatingexpert.com/help_design.asp. Restaurant water usage is estimated at 31 gallons per seat per day (Restaurant water usage from using data from AWWA – 'Commercial and Institutional End Uses of Water – 2000 feet).
7. Number of restaurant employees estimated at 250 per applicant

As shown in Table 4.13-1, the projected water demands of the project are 299,338 gpd or 329.3 acre-feet per year (AFY). In the City's 2010 UWMP, the planned water demands of this project site are 54,240 gpd or 59.7 AFY for 2035. However, since water usage of the existing facility is 122,321 gpd or 137 AFY, the project demand is compared with the existing water demand. As such, the remaining portion of the estimated 171,696 gpd or 192.3 AFY is accounted for through the Accelerated Forecasted Growth demand increment of the SDCWA's 2010 UWMP (Appendix M) (City of San Diego Public Utilities Water & Wastewater 2016).

To account for the additional water supply that would be required for the project, several of the existing public water facilities servicing the existing project site will stay in service and would be expanded to serve the remaining and proposed nonresidential component of the project.

The project would receive water through the existing 16-inch line and the 8-inch line in Camino De La Reina and Hotel Circle North would be replaced by a 12 inch line that would connect to

the existing 10-inch line in Camino De La Reina, which would continue to receive water from the Alvarado 1st Pipeline, a 30-inch transmission main that runs south of the project. The existing 8-inch line in Camino De La Reina and Hotel Circle North is proposed to be replaced with a 12-inch line and connected to an existing 10-inch line in Camino De La Reina.

In addition to the existing infrastructure, a public 12-inch loop is proposed that will connect to the 16-inch line in Fashion Valley Road and connect to a proposed public 12-inch line in Camino De La Reina to supply water to the new residential buildings. A proposed private 12-inch line will also be extended along the easterly boundary of the site to serve the northernmost residential building. The pad elevations on-site would result in static pressures that are between 154 and 157 psi, which exceeds the City's criterion of 120 psi. While static pressures of the water lines serving the project site will be higher than those deemed acceptable by the City of San Diego Water Department Capital Improvements Program Guidelines and Standards, pressures will not exceed existing conditions at the project site but will maintain the existing psi on-site and will not result in any additional impacts (Dexter Wilson Engineering 2016).

To supply the new residential buildings, two connections are proposed to the existing public system with backflow preventers to supply the existing on-site 8-inch private fire protection system to ensure adequate fire flow to the project. Some minor reconnections and rerouting would occur through the project site to keep the existing services intact and allow a separate system to be built for the new residential development. Existing on-site fire mains would remain as needed to provide proper fire protection for the existing buildings. The preliminary sizing of domestic water lines is provided within the Dexter Wilson Engineering Inc. 2016 report but will need to be confirmed with the City of San Diego Building Department once the product types and water fixture unit counts have been determined.

The existing on-site fire system will be utilized to ensure adequate fire flow for all areas of the project site. The Water System Analysis (Dexter Wilson Engineering 2016) shows that the project can be served with expansion to the existing system to the existing lines in Fashion Valley Road and Hotel Circle South/Camino De La Reina described above. The physical impacts of the system expansions are part of the project features, and impacts have been taken into account as part of the analysis for noise, air quality, hydrology and water quality, growth inducement, etc., and no additional impacts beyond those already addressed would occur. There will be no significant water impacts.

Finally, the residential structures would be built to LEED Silver standards, and would use drought-tolerant landscaping, which would include plants native to the San Diego region and would not use excessive amounts of water. Drought-tolerant landscaping would cover 14.5 acres and would include a mix of existing and proposed plants. Storm water reuse from the Hotel

District, Park District, and Residential District would be recycled through various storm water BMPs such as bioswales, infiltration basins, and [biofiltration](#)~~flow-through~~ planters to act as automatic irrigation systems to the various plants within the project.

4.13.4.3 Significance of Impacts

As documented in the SDCWA's 2010 UWMP, the SDCWA is planning to meet future and existing demands, which include the demand increment associated with the accelerated forecasted growth. In addition, the next update of the demand forecast for the SDCWA's 2015 UWMP will be based on SANDAG's most recently updated forecast, which will include the project.

The project exceeded the Water Code Section 10912(a)(7) threshold requirements and triggered the need for a WSA under the parameters of SB 610. The WSA concluded that the existing water supplies are or would be available to meet the projected water demands of the project.

Although a WSA was required and prepared, the project would not use excessive amounts of water nor would it result in a need for new water systems beyond the project footprint, or require substantial alterations to existing water utilities. Impacts to the water supply would be less than significant.

4.13.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

This page intentionally left blank.

4.14 HEALTH AND SAFETY

This section includes a description of existing hazards, a summary of applicable regulations, and an analysis of the potential hazards related to hazardous materials and waste, schools, airports, wildfires, and emergency response in the project vicinity. Geologic and seismic hazards are discussed in Section 4.10, Geology and Soils; flood hazards, dam failure, and water quality are discussed in Section 4.6, Hydrology and Water Quality. The information presented in this section is based on the Phase I Environmental Site Assessment (Phase I) (SCS Engineers 2016) and 2014 Phase II Environmental Site Assessment (Phase II) (SCS Engineers 2014), prepared by SCS Engineers (Appendix N of this EIR).

4.14.1 Existing Conditions

The project site is located on approximately 39.7 acres with existing land uses, including hotel and convention center uses. The site has 52 buildings, ranging from one to 10 stories, which were constructed in multiple years between the years of 1952 and 2007. The buildings are of various construction types, but are primarily wood-framed and metal-framed buildings with concrete slab-on-grade foundations.

Hazardous Materials and Waste

As described in the Phase I, hazardous materials and petroleum products observed on-site in small retail quantities (5-gallon containers or less, and less than 50 gallons in aggregate) include cleaning products, wood stain, paint thinner, sealant, dilute Hydrochloric Acid/Muriatic Acid, Calhypo Shock, Neutralizer, and Stain Out. In addition, approximately 500 gallons of paint were observed on-site. These materials were observed stored in their original containers with no obvious evidence of spills or releases. Hazardous waste observed at the site included waste paint, sludge waste, spent lead-acid batteries, and kerosene/solvents. These materials were also observed to be stored in their proper containers with no obvious evidence of spill or release.

County of San Diego Department of Environmental Health File Review

As described in the Phase I, the County of San Diego Department of Environmental Health (DEH) was contacted and the file, containing Compliance Inspection Reports (CIRs), for the project site was reviewed. According to the file, “based on the types and quantities of hazardous materials and petroleum products used and stored and hazardous waste generated at the Site, the absence of disposal violations, and the lack of known and reported releases, there is low likelihood that a recognized environmental condition exists at the Site in connection with information obtained from the review of DEH files.”

Former Town & Country 76 Station – 504 Hotel Circle North

In 1989, a gasoline leak from a former underground storage tank (UST) in the southeast corner of the site at 504 Hotel Circle North was reported. As stated in the Phase I, SCS Engineers was provided a closure report from DEH, dated August 17, 1992, stating that no further action is required based on site characterization and mitigation activities performed. Since soil sampling results were not available and the Phase I was unable to assess whether petroleum hydrocarbon bearing soil was left in place at the 504 Hotel Circle North site, if this area is ever redeveloped and/or if soil export activities are performed, the Phase I states that soil sampling may be necessary.

Southwest Leasing/Atlas Hotels – 1111 Fashion Valley Drive

In 1991, Southwest Leasing/Atlas Hotels submitted a request to DEH for the removal of one 10,000-gallon UST that historically contained gasoline. The UST was located at the northwest corner of the 1111 Fashion Valley Drive site and is currently paved over with an asphalt-paved parking area. Leroy Crandall Associates was contracted to remove the tank. The tank was removed and seven samples were collected at various locations at the bottom of the UST and piping excavations. All seven of the collected samples were analyzed for total petroleum hydrocarbons (TPH) in accordance with EPA Method 8015M. All samples were reported to be below the laboratory reporting limit for TPH. On May 1, 1991, DEH issued a closure report for the removed UST, stating that no further action was required. As stated in the Phase I, there is a low likelihood that this former gasoline UST represents a recognized environmental condition at the 1111 Fashion Valley Drive site.

Asbestos-Containing Material

As described in the Phase I, two asbestos surveys have previously been conducted at the project site, one in 1989 and one in 2004. These surveys indicated that asbestos-containing materials (ACMs) were present on-site. Amosite and chrysotile were reportedly present in concentrations of up to 25 percent in ACMs including acoustical treatment, spray-on fire proofing, ceiling popcorn, ceiling tiles, and roofing materials.

Additionally, Phase I Environmental Site Assessment Town & Country Resort 500 Hotel Circle North San Diego, California 92108, which was prepared by IVI International, Inc. and dated June 23, 2004, provided the following conclusions and recommendations in connection with the project site:

IVI has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard Practice E1527-00 of the Town & Country Resort, located at 500 Hotel Circle North, San Diego, California. Any exceptions to, or deletions from, the standard practice are described within Section 2.0 of this report. This assessment has revealed no evidence of recognized environmental conditions in connection with the Subject. However, the following environmental concern was noted:

Asbestos-Containing Material (ACM) According to an asbestos survey conducted in 1989, building materials at the subject were found to contain asbestos. Friable materials included acoustical spray-on, fireproofing, ceiling tiles, and piping insulation. Non friable materials include roofing materials, drywall, and resilient flooring. Since the materials are in good condition and the potential for fiber release is low, no further action is recommended at this time, other than maintaining these materials in good condition under a previously prepared asbestos O&M Program.

The Phase I noted that obvious indications of damaged, friable ACMs were not observed during reconnaissance of the site.

Additional Findings

An abandoned well is located on the project site and has not been in use for several years. The well is currently connected to a decommissioned pump. Additionally, and as stated in the Phase I, the storm drains in the underground parking are connected to a sump pump, which when filled pumps out to the San Diego River. There is no record of any discharge to the San Diego River as a result of filling of the sump pump (SCS Engineers 2016).

Environmental Regulatory Database Report

The Phase I describes the FirstSearch report, which was prepared for the project site. The report reviewed local, state, and federal regulatory databases for the site and for facilities within 1 mile of the site. The following summarizes the findings of the FirstSearch report:

- Resource Conservation and Recovery Act Generators (RCRA GEN) database found two reported facilities adjacent to and within a 0.25-mile search radius of the project site.
- State/Tribal Equivalent CERCLIS database found two facilities within a search radius of 1 mile, and not adjacent to, the project site.

- State/Tribal Leaking Underground Storage Tanks (LUST) database found 36 facilities within a search radius of 1 mile and located on the project site.
- State/Tribal Underground/Aboveground Storage Tanks (USTs/ASTs) database found three facilities within a 0.25-mile radius and adjacent to the project site.
- San Diego HMMD database found one facility located on the project site.
- CA FID UST / Sweeps UST database found seven facilities located within a 0.25-mile search radius and adjacent to the project site.
- Haznet database found 38 facilities within a 0.25-mile search radius located adjacent to and on the project site.

Additionally, the project site was found in the following databases with an “open” or “closed” case status:

- Spills, Leaks, Investigations, and Clean-Ups (SLIC) database reports an “open” case status from 1998 at the 500 Hotel Circle North address.
- San Diego Co. Site Assessment and Mitigation (SAM) database and LUST database both report a “closed” case status from 1992 at the 504 Hotel Circle Drive address.

As stated above, the project site appeared in the SLIC on the FirstSearch report, listed as an open case as of October 1998 under the “general” category for a cleanup and abatement order; however, this case did not appear on the SWRCB’s GeoTracker database for the site. As stated in the Phase I, SCS Engineers obtained records pertaining to the case from the San Diego Regional Water Quality Control Board Site Cleanup Program (SCP) (formerly SLIC).

On October 3, 1998, SLIC personnel observed a large amount of fallen native vegetation in and adjacent to the San Diego River at the north end of the project site. Additionally, piles of construction debris and green wastes were observed along the south side of the River. SLIC personnel expressed concern over flood control problems and wildlife habitat due to the removal of native vegetation and stated that the discharge of the construction and green waste debris to the River was in violation of state and federal law. As such, a cleanup and abatement order (Order 98-222) was issued on October 9, 1998, calling for (1) the removal of fallen native vegetation from the River, (2) the removal of construction and green waste debris, (3) the control of invasive species, and (4) any other necessary measures required for cleanup. As of 2007, all materials have been removed and cleanup fees have been paid in full, with no civil case being pursued regarding Order 98-222. Based on the nature of the materials involved in Order 98-222 (i.e., green waste and nonhazardous construction debris) and the successful cleanup of those

materials, there is a low likelihood that the SLIC case listed in the FirstSearch report represents a recognized environmental condition at the project site (SCS Engineers 2016).

Union Tribune Site – 350 Camino De La Reina

The site at 350 Camino De La Reina has been occupied by a printing facility (currently Union Tribune) since 1972 and is adjacent to the east of the project site. In addition to the following, the Phase I lists historic hazardous materials and solvents stored and generated on the site.

On September 4, 1986, four USTs containing diesel, gasoline, and product oil with a combined capacity of 34,000 gallons were removed from the property for replacement. Soil and groundwater samples taken after removal were analyzed for TPH and BTEX (benzene, toluene, ethylene, and xylenes) according to EPA Methods 8015 and 8020, respectively. These samples indicated the presence of TPH and BTEX in the soil and groundwater with a contaminant groundwater plume extending approximately 100 feet to the northwest, which is toward the project site. Groundwater monitoring wells were installed to delineate and monitor the contaminant plume, with four wells being placed at the project site. Groundwater samples were taken from the wells on a quarterly basis from 1989 to 1992, with no detectable concentrations of TPH or BTEX reported during that period. As such, the monitoring wells were destroyed on November 23, 1992. In addition to quarterly monitoring, an in-situ groundwater remediation system was installed and operated at the property from 1988 to 1996, where approximately 48 million gallons of groundwater were treated with carbon, producing a marked decrease in TPH and BTEX concentrations and a stabilization of the contaminant plume. Based on the decrease in TPH and BTEX concentrations, combined with the apparent stability of the plume, the case was closed by DEH on October 30, 1997, with the caveat that any future excavated soil be managed as hazardous waste.

On February 21, 1996, two USTs and associated piping containing diesel and waste oil with a combined capacity of 840 gallons were removed from the property. During removal, low levels of TPH were detected in soil samples taken under the USTs. Approximately 25 cubic yards of impacted soil was removed from the property, and verification samples collected from below the excavated soil did not detect measurable levels of TPH. Groundwater was not encountered during excavation and did not appear impacted by the petroleum release from the USTs. As such, DEH closed the case on April 18, 2008.

On June 20, 1997, soil contaminated with diesel fuel was detected during an inspection for a UST piping upgrade at the property. The piping upgrade was associated with the new USTs installed after the removal of old USTs in 1986. DEH concluded that the contaminated soil was a

remnant of the release addressed in 1986 and that closure conditions for the previous case would apply. Therefore, the case administratively closed on April 9, 2008.

Historical Land Uses

Based on the analysis in the Phase I, from 1903 until 1952, the project site was used for dry-land farming and grazing. In 1952, Atlas Hotels / Town & Country built the current land use (hotel). The California Department of Toxic Substances Control (DTSC) states that land used for grazing or pasture does not require agricultural sampling, and that land used for dry-land farming does not need further investigation for pesticides or metals. Based on the apparent use of the project site and site vicinity for grazing land and/or dry-land farming, and the current regulatory guidance regarding these types of land uses, there is a low likelihood of a recognized environmental condition at the site.

With the exceptions of the gas stations described above, no obvious historical facilities; features of concern; or land uses indicative of the use, storage, or generation of hazardous materials/wastes or petroleum products were found in the historical resources reviewed for the Phase I.

Land uses in the project site vicinity include a shopping mall at 6967 Friars Road, built in 1969, and additional dry-land farming, grazing, agriculture, and recreation at 6769 Friars Road and 350 Camino De La Reina from approximately 1903 to 1964. As described above, in 1972, the Associated Press / Union Tribune newspaper facility opened adjacent to the east of the project site.

Beginning in the late 1950s, the construction of U.S. 80, later I-8, opened, and runs to the south of the project site. Prior to being an Interstate, the area was graded road since 1903.

The site at 1150 Fashion Valley Road was dry-land farming, grazing, agriculture, and recreation from 1903 to 1953. In 1964, Riverwalk Golf Course opened at the site address. Based on the review of historical resources described in the Phase I, there is a low likelihood that a recognized environmental condition exists at the project site as a result of the release of hazardous materials and wastes from a known historical use.

Schools

There are various public and private schools within 2 miles of the project site, the closest being Francis Parker School at 0.78 mile from the site. As shown in Table 4.14-1, below no schools are within 0.25 mile of the site.

Table 4.14-1
Schools within 2 Miles of the Project Site

School	Approximate Distance from Project Site (miles)
Francis Parker School	0.78
Francis Parker Lower School	0.83
Carson Preschool	0.88
Carson Elementary School	0.92
Mission Hills Community Preschool	0.92
Mark Twain High School	0.94
Florence Elementary School	1.02
Holy Family School	1.15
Emmaus Today Christian Preschool	1.2
Birney Elementary School	1.23
Hillcrest Preschool	1.36
University of San Diego	1.41
Fletcher Elementary School	1.58
Jeff and Deni Jacobs Child Development Center	1.6
Montgomery Middle School	1.75
St. David's Preschool	1.87
Roosevelt Middle School	1.93
San Diego Cooperative Charter School	1.95

Airports

One of the San Diego County Regional Airport Authority's responsibilities is to serve as the ALUC, which is charged with creating or updating ALUCPs for the region's 12 public-use and four military airports in accordance with applicable state and federal laws. The ALUC's responsibilities also include reviewing local agencies' general plans and land use plans for consistency with the relevant adopted ALUCPs' policies.

An ALUCP has been adopted for both airports nearest the project site. Those airports, with the year of adoption of the latest ALUCP, are Montgomery-Gibbs Executive Airport (2010) and SDIA (2014).

The project site is located approximately 3 miles from SDIA, and is located within the SDIA AIA Review Area 2. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1, which is defined by the combination of a 60-(dB CNEL noise contour, the outer boundary of all safety zones, and the airspace Threshold Siting Surfaces (TSSs). A TSS defines critical airspace that must be protected to allow for safe approaches to runways. All ALUCP policies and standards apply to Review Area 1. Only airspace protection and overflight ALUCP policies and standards apply to Review Area 2 (ALUC 2014).

ALUC review is required for land use plans and regulations within SDIA Review Area 2 proposing increases in height limits and for land use projects that have received from the FAA a Notice of Presumed Hazard; a Determination of Hazard; or a Determination of No Hazard subject to conditions, limitations or marking and lighting requirements, and/or would create any of the following hazards:

- Glare
- Lighting
- Electromagnetic interference
- Dust, water vapor, and smoke
- Thermal plumes
- Bird attractants

The project site is located farther away from Montgomery-Gibbs Executive Airport (approximately 4 miles) and is located within Review Area 2 of Montgomery-Gibbs Executive Airport's AIA. The Montgomery-Gibbs Executive Airport AIA is defined as "the area in which current or future airport-related noise, safety, airspace protection, or overflight factors/layers may significantly affect land uses or necessitate restrictions on land uses." To facilitate implementation and reduce unnecessary referrals of projects to the ALUC, the AIA is divided into Review Area 1 and Review Area 2. Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and overflight notification areas. Limits on the heights of structures, particularly in areas of elevated terrain, are the only restrictions on land uses within Review Area 2. The City of San Diego has implemented the policies of the 2010 Montgomery-Gibbs Executive Airport ALUCP through the City's Airport Land Use Compatibility Overlay Zone (ALUCOZ). Within the Montgomery-Gibbs Executive Airport AIA, only land use plan amendments, rezones, or development projects that deviate from the ALUCOZ are required to be submitted to the ALUC for review.

The SDIA and Montgomery-Gibbs Executive Airport ALUCPs both require compliance with Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace. The Part 77 regulations require that anyone proposing to construct an object that could affect the navigable airspace around an airport submit information about the proposed construction to the FAA. According to FAR Part 77, this includes any construction exceeding 200 feet above ground level, or any construction within 20,000 feet of an airport that exceeds a 100:1 surface from any point on the runway (GPO 2015). The applicant has submitted notification of the project to the FAA and has received a Determination of No Hazards for the each of four proposed structures that exceeds the FAA Part 77 noticing criteria.

Emergency Response and Evacuation

The County of San Diego Operational Area Emergency Operations Plan (Emergency Plan) describes a comprehensive emergency management system that provides for the planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. The Emergency Plan identifies a broad range of potential hazards and a response plan. Primary evacuation routes identified in the Emergency Plan nearest the project site include I-8, which is directly south of the project site, and SR-163, which is directly east of the project site. However, as noted in the Emergency Plan, specific evacuation routes would be determined based on the location and extent of the incident and would include as many predesignated transportation routes as possible (UDC 2014).

The City of San Diego Administrative Regulation contains a set of Emergency Operations Procedures to facilitate effective response operations during emergency incidents and disasters, and supplements the City of San Diego Emergency Operations Plan (City of San Diego 2010). The Emergency Operations Procedures identify responsible parties in the event of a disaster, chain of command and communication instructions, and typical incidents that automatically trigger response action.

Wildland Fires

Several factors, such as the climate, precipitation levels, topography, and native vegetation, make the San Diego region susceptible to wildland fires. The extended droughts characteristic of the region's Mediterranean climate result in large areas of dry vegetation that provide fuel for wildland fires. The most critical times of year are late summer and fall when Santa Ana winds bring hot, dry desert air into the region. As urbanization spreads and reaches into wildland areas, the threat of wildland fire to human populations and property increases.

Wildfires occur in both undeveloped, rural areas and urbanized areas of the San Diego region. While urban areas are highly developed with buildings, streets, and hardscape, some have canyons and other areas of native vegetation susceptible to wildland fires.

Wildland Urban Interface Zone (WUI)

The California Department of Forestry and Fire Protection (CAL FIRE) identifies areas of responsibility for fire prevention and suppression in Fire Hazard Severity Zones. Areas of responsibility may be federal, state, or local. Fire Hazard Severity Zones are further designated as Very High Fire Hazard Severity Zone and Non-Very High Fire Hazard Severity Zone. The

project site is mapped in Non-Very High Fire Hazard Severity Zone and is not adjacent to any Very High Fire Hazard Severity Zones (CAL FIRE 2012).

4.14.2 Regulatory Framework

Federal Regulations

Environmental Protection Agency

The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by EPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes. The use of certain techniques for the disposal of some hazardous wastes was specifically prohibited by the HSWA.

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List, which is a list of contaminated sites warranting further investigation by EPA. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Federal Emergency Management Agency

The primary mission of FEMA is to reduce the loss of life and property and to protect the nation from all hazards, including natural disasters, acts of terrorism, and other man-made disasters, by leading and supporting a risk-based, comprehensive emergency management system of preparedness, protection, response, recovery, and mitigation.

Emergency Planning and Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA) of 1986 was included under the State Authorization Reciprocity Agreement law and is commonly referred to as SARA Title III. EPCRA was passed in response to concerns regarding the environmental and safety hazards proposed by the storage and handling of toxic chemicals. EPCRA establishes requirements for federal, state, and local governments; Indian Tribes; and industry regarding emergency planning and Community Right-to-Know reporting on hazardous and toxic chemicals. SARA Title III requires states and local emergency planning groups to develop community emergency response plans for protection from a list of Extremely Hazardous Substances (40 CFR Appendix B). The Community Right-to-Know provisions help increase the public's knowledge of and access to information on chemicals at individual facilities, their uses, and their release into the environment.

State Regulations

California Code of Regulations Title 22

CCR Title 22 provides the following definition of hazardous materials:

A hazardous material is a substance or combination of substances which, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible or incapacitating irreversible illness; or (2) pose a substantial present or potential hazard to human health and safety, or the environment when improperly treated, stored, transported or disposed of. Hazardous materials include waste that has been abandoned, discarded, or recycled on the property and as a result represents a continuing hazard as the development is proposed. Hazardous materials also include any contaminated soil or groundwater.

Title 22 also provides standards applicable to generators and transporters of hazardous wastes, as well as standards for operators of hazardous waste transfer facilities, among other regulations.

California Environmental Protection Agency

The management of hazardous materials and waste within California is under the jurisdiction of the California Environmental Protection Agency (CalEPA), which was created by the State of

California to establish a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of state resources.

California Health and Safety Code, Hazardous Materials Release Response Plans and Inventory

Two programs in the California Health and Safety Code (HSC) Chapter 6.95 are directly applicable to the CEQA issue of risk due to hazardous substance release. In San Diego County, these two programs are referred to as the Hazardous Materials Business Plan (HMBP) program and the California Accidental Releases (CalARP) program. DEH is responsible for the implementation of the HMBP program and the CalARP program in San Diego County. The HMBP and CalARP programs provide threshold quantities for regulated hazardous substances. When the indicated quantities are exceeded, an HMBP or Risk Management Plan (RMP) is required pursuant to the regulations. Congress requires EPA Region 9 to make RMP information available to the public through the EPA's Envirofacts Data Warehouse. The Envirofacts Data Warehouse is considered the single point of access to select EPA environmental data. California HSC Section 25270, Aboveground Petroleum Storage Act, requires registration and spill prevention programs for ASTs that store petroleum. In some cases, ASTs for petroleum may be subject to groundwater monitoring programs that are implemented by the RWQCBs and the SWRCB.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, state, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the California Emergency Management Agency, which coordinates the responses of other agencies, including CalEPA, the California Highway Patrol, CDFW, and RWQCB.

Office of Environmental Health Hazard Assessment

The State of California Office of Environmental Health Hazard Assessment oversees implementation of many public health-related environmental regulatory programs within CalEPA, including implementing the provisions of the Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65). Proposition 65 requires the governor to publish, at least annually, a list of chemicals known to the state to cause cancer or reproductive toxicity. The proposition was intended to protect California citizens and the state's drinking water sources from chemicals known to cause cancer, birth defects, or other reproductive harm and to inform citizens about exposures to such chemicals.

California Department of Toxic Substances Control

Within CalEPA, the DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law. Since August 1, 1992, the DTSC has been authorized to implement the state's hazardous waste management program for CalEPA.

The DTSC is responsible for compiling a list of hazardous materials site pursuant to Government Code Section 65962.5, which includes five categories:

1. Hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the health and safety code;
2. Land designated as "hazardous waste property" or "border zone property;"
3. Properties with hazardous waste disposals on public land;
4. Hazardous substance release sites selected for (and subject to) a response action; and
5. Sites included in the Abandoned Site Assessment Program.

In 2008, the DTSC released the third revision of the Interim Guidance for Sampling Agricultural Properties to provide a uniform approach for evaluating former agricultural properties where pesticides have been applied. The guidance incorporates and refines the sampling and risk assessment approach to former agricultural properties.

State Water Resources Control Board

The San Diego RWQCB is authorized by the SWRCB to enforce provisions of the Porter-Cologne Act. This act gives the San Diego RWQCB authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened and to require remediation of the site, if necessary.

Senate Bill 1889, Accidental Release Prevention Law/Chemical Accident Release Prevention Program

SB 1889 required California to implement a federally mandated program governing the accidental airborne release of chemicals listed under Section 112 of the CAA. Effective January 1, 1997, CalARP replaced the previous California Risk Management and Prevention Program (RMPP) and incorporated the mandatory federal requirements. CalARP addresses facilities containing specified hazardous materials that, if involved in an accidental release, could result in adverse off-site consequences. CalARP defines regulated substances as chemicals that pose a

threat to public health and safety or the environment because they are highly toxic, flammable, or explosive.

Title 27, CCR

The California Department of Resources Recycling and Recovery (CalRecycle) and the SWRCB jointly issue regulations pertaining to waste disposal on land, including criteria for all waste management units, facilities, and disposal sites; documentation and reporting; enforcement; financial assurance; and special treatment, storage, and disposal units. The City of San Diego Solid Waste Local Enforcement Agency (LEA) is the local jurisdiction certified by CalRecycle to enforce federal and state laws and regulations for the safe and proper handling of solid waste. All projects within 1,000 feet of an active or closed landfill shall include the LEA during the review and planning of projects in order to ensure landfill gas migration issues are addressed.

Local Regulations

County of San Diego Department of Environmental Health

The Hazardous Materials Division (HMD) of DEH regulates hazardous waste and tiered permitting, USTs, aboveground petroleum storage and risk management plans, hazardous materials business plans and chemical inventory RMPs, and medical waste.

County of San Diego Consolidated Fire Code

The San Diego region is unique within California in having fire protection districts within its boundaries. For the purposes of prescribing regulations in the unincorporated area of San Diego County, the applicable fire code is known as the County Fire Code and includes the Consolidated Fire Code and adopts, by reference, the most current version of the California Fire Code (CCR T- 24 part 9). The Consolidated Fire Code consists of local Fire Protection District ordinances that have modified the Fire Code portion of the State Building Standards Code and any County of San Diego modification to the Fire Districts' amendments. The purpose of the Code is for the protection of the public health and safety, which includes permit and inspection requirements for the installation, alteration, or repair of new and existing fire protection systems, and penalties for violations of the Code. The Code provides the minimum requirements for access, water supply and distribution, construction type, fire protection systems, and vegetation management. Additionally, the Fire Code regulates hazardous materials and associated measures to ensure that public health and safety are protected from incidents to hazardous substance release.

CalEPA's Unified Program

In 1993, SB 1082 gave CalEPA the authority and responsibility to establish a unified hazardous waste and hazardous materials management and regulatory program, commonly referred to as the Unified Program. The purpose of this program is to consolidate and coordinate six different hazardous materials and hazardous waste programs, and to ensure that they are consistently implemented throughout the state. CalEPA oversees the Unified Program with support from the DTSC, RWQCBs, the Office of Emergency Services (OES), and the State Fire Marshal.

State law requires county and local agencies to implement the Unified Program. The agency in charge of implementing the program is called the Certified Unified Program Agency (CUPA). The County of San Diego DEH, Hazardous Materials Division is the designated CUPA for the county. In addition to the CUPA, other local agencies help to implement the Unified Program. These agencies are called Participatory Agencies. The HMD is the Participatory Agency for San Diego County.

San Diego County Multi-Jurisdictional Hazard Mitigation Plan

Long-term prevention, mitigation efforts, and risk-based preparedness for specific hazards within the City are addressed as a part of the 2010 San Diego County Multi-Jurisdictional Hazard Mitigation Plan (HAZMIT), which was finalized in August 2010. The HAZMIT identifies specific risks for San Diego County and provides methods to help minimize damage caused by natural and man-made disasters. The final list of hazards profiled for San Diego County was determined as wildfire/structure fire, flood, coastal storms/erosion/tsunami, earthquake/liquefaction, rain-induced landslide, dam failure, hazardous materials incidents, nuclear materials release, and terrorism (OES 2010). The purpose of the plan is to enhance public awareness and understanding, create a decision tool for management, promote compliance with state and federal program requirements, enhance local policies for hazard mitigation capability, provide interjurisdictional coordination of mitigation-related programming, and achieve regulatory compliance. The HAZMIT for San Diego County uses a “five-year planning horizon,” and currently its assumptions, goals, and objectives are being revisited and the plan will be resubmitted for approval.

San Diego County Operational Area Emergency Plan

The 2010 San Diego County Operational Area Emergency Plan describes a comprehensive emergency management system that provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies

components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and ensuring the overall well-being of the population.

San Diego Municipal Code

The SDMC includes general hazardous materials regulations (Sections 42.0801, 42.0901, and 54.0701) as well as regulations regarding specific hazardous materials such as explosives (Section 55.3301).

The SDMC includes regulations pertaining to brush management (Section 142.0412) and construction materials for development near open space (Chapter 14, Article 5) to minimize fire risk.

Airport Land Use Compatibility Plans (ALUCP)

The project site is located within the SDIA AIA Review Area 2. Review Area 2 is defined by the combination of the airspace protection and overflight boundaries beyond Review Area 1, which is defined by the combination of a 60 dB CNEL noise contour, the outer boundary of all safety zones, and the airspace TSSs. All policies and standards apply to Review Area 1. Only airspace protection and overflight policies and standards apply to Review Area 2 (ALUC 2014). ALUC review is required for land use plans and regulations within SDIA Review Area 2 proposing increases in height limits and for land use projects that have received from the FAA a Notice of Presumed Hazard, a Determination of Hazard or a Determination of No Hazard subject to conditions, limitations or marking and lighting requirements, and/or would create any of the following hazards:

- Glare
- Lighting
- Electromagnetic interference
- Dust, water vapor, and smoke
- Thermal plumes
- Bird attractants

The project site is also located within Review Area 2 of Montgomery-Gibbs Executive Airport's AIA. The Montgomery-Gibbs Executive Airport AIA is defined as "the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses." To facilitate implementation and

reduce unnecessary referrals of projects to the ALUC, the AIA is divided into Review Area 1 and Review Area 2. Review Area 1 consists of locations where noise and/or safety concerns may necessitate limitations on the types of land uses. Review Area 2 consists of locations beyond Review Area 1 but within the airspace protection and/or overflight areas, or within the FAA Height Notification Boundary depicted on the associated maps (Exhibits III-3 through III-6) in the Montgomery-Gibbs Executive Airport ALUCP. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2. Within the Montgomery Field AIA, only land use plan amendments, rezones, or development projects that deviate from the ALUCOZ are required to be submitted to the ALUC for review.

The SDIA and Montgomery-Gibbs Executive Airport ALUCPs both require compliance with the regulations of FAR Part 77, Objects Affecting Navigable Airspace. These regulations require that anyone proposing to construct an object that could affect the navigable airspace around an airport submit information about the proposed construction to the FAA. According to FAR Part 77, this includes any construction exceeding 200 feet above ground level, or any construction within 20,000 feet of an airport that exceeds a 100:1 surface from any point on the runway (GPO 2015).

4.14.3 Impact Analysis

Issue 1: Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including when wildlands are adjacent to the urbanized areas or where residence are intermixed with wildlands?

4.14.3.1 Impact Thresholds

Per the City's Significance Determination Thresholds, health and safety impacts may be significant if the project would:

- *Expose people or structures to a significant risk of loss, injury, or death involving wildland fire, including when wildlands are adjacent to the urbanized areas or where residence are intermixed with wildlands.*

4.14.3.2 Impact Analysis

As stated above, the project site is mapped in Non-Very High Fire Hazard Severity Zone and is not adjacent to any Very High Fire Hazard Severity Zones (CAL FIRE 2012). As such, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fire.

4.14.3.3 Significance of Impacts

The project site is in a Non-Very High Hazard Severity Zone and therefore would not expose people or structures to a significant risk of loss, injury, or death involving wildland fire. Impacts associated with wildland fires would be less than significant.

4.14.3.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.14.4 Impact Analysis

Issue 2: Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter mile of an existing or proposed school?

4.14.4.1 Impact Thresholds

Per the City's Significance Determination Thresholds, health and safety impacts may be significant if the project would:

- *Result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school.*

4.14.4.2 Impact Analysis

The citing of facilities that may emit hazardous or acutely hazardous materials within 0.25 mile of a school may result in a significant impact; however, as stated above, while there are various schools within a 2-mile radius of the project site, no schools are within 0.25 mile of the project site. The closest schools, listed in Table 4.14-1 above, are Francis Parker School and Francis Parker Lower School, both located approximately 0.75 mile from the project site. Additionally, no new SDUSD-operated school facilities are currently planned within 0.25 mile of the project site. Therefore, the project would not result in hazardous emissions or the handling of hazardous emissions or substances within 0.25 mile of a school.

4.14.4.3 Significance of Impacts

The project site is not located within 0.25 mile of an existing or proposed school, and therefore would not result in hazardous emissions or the handling of hazardous emissions and substances

or waste within 0.25 mile of an existing or proposed school. Impacts associated with hazardous emissions and handling of hazardous materials within 0.25 mile of a school would be less than significant.

4.14.4.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.14.5 Impact Analysis

Issue 3: Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

4.14.5.1 Impact Thresholds

Per the City's Significance Determination Thresholds, health and safety impacts may be significant if the project would:

- *Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.*

4.14.5.2 Impact Analysis

The project would not interfere with or impair the implementation of an adopted emergency response or evacuation plan. The Emergency Plan describes a comprehensive emergency management system that provides for the planned response to disaster situations associated with natural disasters, technological incidents, terrorism, and nuclear-related incidents. The Emergency Plan identifies a broad range of potential hazards and a response plan. Primary evacuation routes identified in the Emergency Plan nearest to the project site include I-8, which is directly south of the project site, and SR-163, which is directly east of the project site. However, as noted in the Emergency Plan, specific evacuation routes would be determined based on the location and extent of the incident and would include as many predesignated transportation routes as possible (UDC 2014). The project would not impede or impair these evacuation routes.

4.14.5.3 Significance of Impacts

The project would not impair implementation of, or physically interfere with, an adopted emergency response or evacuation plan and impacts would be less than significant.

4.14.5.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.14.6 Impact Analysis

Issue 4: Would the project 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, create a significant hazard to the public or environment?

4.14.6.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to health and safety may be significant if the project would:

- *Be located on a site on or near known contamination sources. Project sites that meet one or more of the following criteria may result in a significant impact:*
 - *Located within 1,000 feet of a known contamination site.*
 - *Located within 2,000 feet of a known border zone property (also known as a Superfund site) or a hazardous waste property subject to corrective action pursuant to the Health and Safety Code.*
 - *If a DEH site file is closed. These cases are especially important where excavation is involved. DEH often closes a listing when there is no longer danger to the existing use on the property. Where a change in use is proposed DEH should be consulted. Excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances would require consultation by the applicant and analyst with DEH. The applicant may be required to obtain a concurrence letter from DEH subsequent to participation in the Voluntary Assistance Program (VAP).*
 - *Properties historically developed with industrial or commercial uses which involved dewatering (the removal of groundwater during excavation), in conjunction with major excavation in an area with high groundwater (such as downtown).*
 - *Where dewatering is involved, prior to issuance of any permit that would allow excavation which requires dewatering, a plan for disposal of the dewatering effluent and a permit, if needed, from the Regional Water Quality Control Board*

or the Industrial Waste Division of MWWD, shall be provided to LDR by the applicant. A Dewatering Discharge Permit (NPDES No. CA 1018804) shall be obtained for the removal and disposal of groundwater (if necessary) encountered during construction. Discharge under this permit will require compliance with a number of physical, chemical, and thermal parameters (as applicable), along with pertinent site-specific conditions, pursuant to direction from the RWQCB. Wells, including test wells, and soil percolation tests are not considered dewatering activities.

4.14.6.2 Impact Analysis

As described above in Existing Conditions, and in the Phase I, County of San Diego DEH file review described a low likelihood that a recognized environmental condition exists at the project site due to the lack of known and reported releases of hazardous materials, and the quantities of hazardous materials and petroleum products used and stored and hazardous waste generated at the project site.

In 1989, a gasoline leak from a former UST in the southeast corner of the site at 504 Hotel Circle North was reported. As stated in the Phase I, SCS Engineers was provided a closure report from DEH, dated August 17, 1992, stating that no further action is required based on site characterization and mitigation activities performed. Since soil sampling results were not available and the Phase I was unable to assess whether petroleum hydrocarbon bearing soil was left in place at the 504 Hotel Circle North site, if this area is ever redeveloped and/or if soil export activities are performed, the Phase I states that soil sampling may be necessary.

The Phase II includes discussion of further soil sampling at 15 sites in the southeast corner of the project area. The report found that eight VOCs were present on the project site in three locations in the southeastern corner. These compounds are benzene, ethylbenzene, xylenes, trichloroethene, tetrachloroethene, vinyl chloride, naphthalene, and chloroform. The VOCs were found in relatively low concentrations. Further, the study found that the estimated health risks associated with the project site under current and proposed land uses were below the threshold excess cancer risk value of 0.000001., and below the noncarcinogen hazard index threshold of 1.0. Overall, there is not a significant health risk at the project site from the vapor intrusion pathway, and as a condition of project approval, the Applicant is required to provide a qualified monitor during the full duration of the excavation of the location of the former gas service station (as identified in Appendix O of this EIR).

Additionally, in 1991, Southwest Leasing/Atlas Hotels submitted a request to DEH for the removal of one 10,000-gallon UST that historically contained gasoline. The UST was located at

the northwest corner of the 1111 Fashion Valley Drive site and is currently paved over with an asphalt-paved parking area. Leroy Crandall Associates was contracted to remove the tank. The tank was removed and seven samples were collected at various locations at the bottom of the UST and piping excavations. All seven of the collected samples were analyzed for TPH in accordance with EPA Method 8015M. All samples were reported to be below the laboratory reporting limit for TPH. On May 1, 1991, DEH issued a closure report for the removed UST, stating that no further action was required. As stated in the Phase I, there is a low likelihood that this former gasoline UST represents a recognized environmental condition at the 1111 Fashion Valley Drive site.

As described above, the FirstSearch report prepared for the project site reviewed local, state, and federal regulatory databases for the site and for facilities within up to 1 mile of the site. RCRA Generators (RCRA GEN) database found two reported facilities adjacent to and within a 0.25-mile search radius of the project site. State/Tribal Equivalent CERCLIS database found two facilities within a search radius of 1 mile and not adjacent to the site. State/Tribal Leaking Underground Storage Tanks (LUST) database found 36 facilities within a search radius of 1 mile and located on the site. State/Tribal Underground/Aboveground Storage Tanks (USTs/ASTs) database found three facilities within a 0.25-mile radius and adjacent to the site. San Diego HMMD database found one facility located on the site. CA FID UST / Sweeps UST database found seven facilities located within a 0.25-mile search radius and adjacent to the site. Haznet database found 38 facilities within a 0.25-mile search radius located adjacent to and on the site.

The project site appeared in the SLIC on the FirstSearch report, listed as an open case as of October 1998 under the “general” category for a cleanup and abatement order; however, this case did not appear on the SWRCB’s GeoTracker database for the site. As stated in the Phase I, SCS Engineers obtained records pertaining to the case from the San Diego Regional Water Quality Control Board SCP (formerly SLIC). Based on the nature of the materials involved in Order 98-222 described above (i.e., green waste and nonhazardous construction debris) and the successful cleanup of those materials, there is a low likelihood that the SLIC case listed in the FirstSearch report represents a recognized environmental condition at the project site (SCS Engineers 2016).

Based on the Phase I site reconnaissance, site research including DEH file review, and environmental regulatory database reports, the project site is located on or within 1,000 feet of a known contamination site, but the Phase I and Phase II analyses also conclude, for reasons described above, a low likelihood for an environmental condition at the project site. The 504 Hotel Circle North site, and the former Town & Country 76 Station described above, have a closed DEH report. Additionally, there is a 1991 DEH closure report for the removal of a UST. DEH closes a listing when there is no longer a danger to the existing use on the property, but

where a change in land use is proposed, DEH shall be consulted, as excavation may disturb contaminated soils and result in the migration of contaminated substances.

Project Design Features

As a condition of project approval, the Applicant is required to consult with DEH and provide a qualified monitor during the full duration of the excavation of the location of the former gas service station. Compliance with these requirements and applicable federal, state, and local regulations would ensure this impact is less than significant.

4.14.6.3 Significance of Impacts

The Phase I and Phase II state that there is a low likelihood of a recognized environmental condition at the project site; however, the site is located within 1,000 feet of a known contamination site and DEH closure reports exist for the project site, which would experience a change of land use. Implementation of the project would include excavation that may disturb contaminated soils and there is potential for migration of contaminated substances. Consultation with DEH; compliance with the soil sampling and monitoring recommendations; and compliance with federal, state, and local regulations would ensure the impact is less than significant.

4.14.6.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.14.7 Impact Analysis

Issue 5: Would the project expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?

4.14.7.1 Impact Thresholds

Per the City's Significance Determination Thresholds, impacts to health and safety may be significant if the project would:

- *Be located on a site presently or previously used for agricultural purposes. Pesticides are routinely used during agricultural operations.*

4.14.7.2 Impact Analysis

As described in the Phase I, historical aerial photographs of the project site appear to show that the site and the site vicinity were used for dry-land farming and grazing from 1903 through 1952, when Atlas Hotels / Town & Country took ownership of the site and built the current hotel land use. Areas in the site vicinity continued to be used for dry-land farming, agriculture, grazing, and recreation through 1964.

Dry-land farming is the practice of growing a crop without irrigation. Many dry-land farming fields are not treated with pesticides or are infrequently treated, since the lack of water does not provide a desirable habitat for most agricultural pests. Properties that clearly qualify as dry-land farming do not need further investigation for pesticides or metals. For properties where there is uncertainty regarding dry-land farming, limited sampling may be conducted at a rate of four discrete samples per site, with one sample collected in each quadrant (DTSC 2008).

According to the *Interim Guide for Sampling Agricultural Properties* (DTSC 2008), the DTSC states that land used for grazing or pasture does not require agricultural sampling, and that land used for dry-land farming does not need further investigation for pesticides or metals. Based on the apparent use of the project site and site vicinity for grazing land and/or dry-land farming, and the current regulatory guidance regarding these types of land uses, there is a low likelihood of a recognized environmental condition at the project site.

However, as the former agricultural area has been graded and disturbed for construction of the existing land use, the disturbance and redistribution of potential agricultural contaminants in the soil may have occurred during the initial development of the site. As stated in the Phase II report, SCS Engineers concluded that soil surveys showed no significant health risk at the project site.

4.14.7.3 Significance of Impacts

The project would be located on a site previously used for dry-land farming and grazing, which does not require further agricultural sampling, as described above. Additionally, the project site has been graded and disturbed for the current land use, and the disturbance and redistribution of any potential agricultural contaminants would have already occurred. Impacts would be less than significant.

4.14.7.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.14.8 Impact Analysis

Issue 6: Would the project result in a safety hazard for people residing or working in a designated airport influence area?

4.14.8.1 Impact Thresholds

Per the City's Significance Determination Thresholds, health and safety impacts may be significant if the project would:

- *Be located in a designated airport influence area and where the Federal Aviation Administration (FAA) has reached a determination of "hazard" through FAA Form 7460-1, "Notice of Proposed Construction or Alteration" as required by FAA regulations in the Code of Federal Regulations (CFR) Title 14 §77.13; or*
- *Be inconsistent with an Airport's Land Use Compatibility Plan (ALUCP).*

4.14.8.2 Impact Analysis

As stated above, the project site is located in both SDIA and Montgomery-Gibbs Executive Airport's AIA Review Area 2. The SDIA and Montgomery-Gibbs Executive Airport ALUCPs both require compliance with the regulations in FAR Part 77, Objects Affecting Navigable Airspace. These regulations require that anyone proposing to construct an object that could affect the navigable airspace around an airport submit information about the proposed construction to the FAA. According to FAR Part 77, this includes any construction exceeding 200 feet above ground level, or any construction within 20,000 feet of an airport that exceeds a 100:1 surface from any point on the runway (GPO 2015).

The maximum height of the project structures is approximately ~~six stories or 7~~85 feet, giving it an elevation of approximately 1105 feet AMSL because the building site's base elevation is approximately 30 feet AMSL (30 feet + 875 feet = 1105 feet). The buildings would be located approximately 11,000 feet from the nearest edge of the SDIA runway, and approximately 19,000 feet from the nearest edge of a Montgomery-Gibbs Executive Airport runway. At this proposed location, the height of the 100:1 surface would be 1105 feet AMSL (30+5 feet below the Montgomery-Gibbs Executive Airport runway's elevation of approximately 420 feet, and 1090 feet above the approximate 15-foot elevation of the SDIA runway). The applicant has submitted notification of the project to the FAA and has received a Determination of No Hazards for the each of four proposed structures that meets the FAA Part 77 noticing criteria (Appendix B) (FAA 2015).

The project was also submitted to the San Diego Regional Airport Authority for an ALUC consistency determination with the San Diego ALUCP. A letter for the Regional Authority was received on May 3, 2016, indicating that the site does not have site characteristics that require a consistency analysis with the ALUCP (Appendix B of this EIR).

4.14.8.3 Significance of Impacts

The project would not be inconsistent with the applicable ALUCPs and complies with FAA regulations as evidenced by the FAA Determinations of No Hazard received for the project. Therefore, the project would not result in a safety hazard or noise problem for persons using the airport or for persons residing or working within the project site and impacts would be less than significant.

4.14.8.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

4.14.9 Impact Analysis

Issue 7: Would the project result in a safety hazard for people residing or working within two miles of a private airstrip or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan?

4.14.9.1 Impact Thresholds

Per the City's Significance Determination Thresholds, health and safety impacts may be significant if the project would:

- *Result in a safety hazard for people residing or working within two miles of a private airstrip or heliport facility that is not covered by an adopted Airport Land Use Compatibility Plan.*

4.14.9.2 Impact Analysis

The project site is located approximately 0.80 mile southwest from Hazard Center Office Tower One Heliport, and 0.92 mile northwest of Mercy Hospital and Medical Center Heliport. There would be no project structures that would impair heliport or private airstrip operations, as described above. Any helicopter operations associated with the medical facilities would be undertaken in accordance with FAA safety and flight regulations. As a result, the project would

not have an impact on the safety of aircraft activity at heliports or private airstrips near the project site, and would not result in a safety hazard for people residing or working within 2 miles of a private airstrip or heliport facility.

4.14.9.3 Significance of Impacts

Implementation of the project would not have an impact on people residing or working within 2 miles of a private airstrip or heliport facility. There would be no project structures that would impair heliport or private airstrip operations and all helicopter operations would be done in accordance with FAA regulations. Impacts would be less than significant.

4.14.9.4 Mitigation, Monitoring, and Reporting

No mitigation is required.

This page intentionally left blank.

CHAPTER 5.0

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

As required by Section 15126.2 of the CEQA Guidelines, the significant irreversible environmental changes of a project must be identified. Irreversible commitments of resources are evaluated to ensure that their use is justified. Irreversible environmental changes typically fall into three categories: primary impacts, such as the use of nonrenewable resources; secondary impacts, such as highway improvements that provide access to previously inaccessible areas; and environmental accidents associated with a project.

Redevelopment would occur as a result of the project that would entail the commitment of energy and natural resources. The primary energy source would be fossil fuels, representing an irreversible commitment of this resource. Construction of the project would also require the use of construction materials, including cement, concrete, lumber, steel, etc., and labor. These resources would also be irreversibly committed.

However, the site is already developed and is proposed to be redeveloped in an area of existing urban uses and would be consistent with the General Plan's City of Villages strategy to direct new development to infill sites and mixed-use centers with convenient access. In Figure 2.4-1 of the General Plan, the project site is shown as a location with a "Medium to Medium-High Propensity" for urban village development. While the project represents a commitment of resources, the project location and reuse provides advantages for reduced consumption of energy resources over the long term compared to that of a standard greenfield development.

Once constructed, use of the project would entail a further commitment of energy resources in the form of fossil fuels and electricity. This commitment would be a long-term obligation since the proposed structures are likely to have a useful life of 20 to 30 years or more. However, the impact of increased energy usage is not considered a significant adverse environmental impact.

This page intentionally left blank.

CHAPTER 6.0

GROWTH INDUCEMENT

As required by CEQA Guidelines, Section 15126.2(d), an EIR must include analysis of ways in which the project could foster economic or population growth, either directly or indirectly, in the surrounding area. Growth should not be assumed to be beneficial, detrimental, or of little consequence of the environment (CEQA Guidelines Section 15126.2(d)). The analysis includes the ways in which the project could foster the construction of housing, either directly or indirectly, in the surrounding environment, as well as the potential for the project to encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. This includes the potential for the project to induce further growth or remove obstacles to growth by the expansion or extension of existing services, utilities, or infrastructure.

Short-Term Growth Inducement

Construction of the project would require a temporary increase in the need for labor and materials. The demand for labor would likely be met by the local labor force and would not require a substantial number of nonlocal workers. Therefore, there would not be an increase in demand for local temporary or permanent housing for nonlocal workers. Additionally, the demand for goods, services, products, and materials associated with construction projects would not be so great as to require new supply services. Accordingly, no associated substantial short-term growth-inducing effects would result.

Long-Term Growth Inducement

The project would involve the construction of 840 multi-family residential units to house permanent residents of the Mission Valley community. All of these units would be multi-family. ~~The SANDAG 2050 Regional Growth Forecast average household size projection is roughly 2.85, and this would lead to an additional 2,394 permanent residents at the project site.~~ New project site residents may stimulate economic growth in the area by purchasing goods and services from the new and existing retail/commercial businesses in the vicinity. The area surrounding the site already has an extensive number of supporting retail and services to accommodate population growth at the project site. Rather than creating or inducing new growth, the project serves to direct the location and type of development based on land use planning concepts to promote a sustainable, transit-oriented neighborhood village with residential units and accessible open space recreation. The project, therefore, would accommodate anticipated population growth in Mission Valley.

The project would not remove an obstacle to growth or expand public services and facilities to accommodate additional economic or population growth beyond that proposed for the site. While surrounding roads may be improved to serve the project site as part of the project, roadways already exist throughout the project site and the improvements would simply act to improve access to the area, accommodate anticipated traffic flows and patterns, and support a neighborhood village concept rather than add new access to a previously unserved area.

The project site is fully served by public infrastructure and does not propose to extend new infrastructure or increase the capacity of public services, such as water or sewer, in excess of what is necessary to adequately serve the project site. The WSA prepared for the project concluded that the existing water supplies are or would be available to meet the projected water demands of the project. The WSA determined the project would not result in a need for new water systems beyond the project footprint, or require substantial alterations to existing water utilities. Although the project includes some improvements to existing utilities within the site, these improvements would serve only the project and would not extend off-site. Additionally, surrounding areas are generally developed with existing urban uses and the overall area is currently served by public infrastructure. For additional details on public infrastructure and utilities, see Section 4.13 of this EIR.

Therefore, the project would not directly or indirectly induce population or economic growth in the surrounding area.

CHAPTER 7.0

CUMULATIVE IMPACTS

CEQA Guidelines require a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable” (CEQA Guidelines, Section 15130). As defined by Section 15065(a)(3) “cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Guidelines, Section 15065(a)(3)). These cumulative impacts are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355).

The discussion of cumulative impacts is further guided by CEQA Guidelines Section 15130(a) and (b), as summarized below:

- An EIR shall not discuss impacts which do not result in part from the project evaluated in the EIR.
- When the cumulative effect of the project’s incremental contribution and the effect of the other projects are not significant, the EIR shall briefly indicate why and not discuss it further.
- An EIR may identify a significant cumulative effect, but determine that a project’s contribution is less than significant. That conclusion could result if the project is required to implement or fund its fair share of a mitigation measure designed to alleviate the cumulative impact.
- The discussion of cumulative impacts shall reflect the possibility of occurrence and severity of the impacts and focus on cumulative impact to which the identified other projects could contribute.

In general, effects of a particular action or a group of actions would be considered cumulative impacts under the following conditions:

- effects of several actions in a common location,
- effects are not localized (i.e., can contribute to effects of an action in a different location),
- effects on a particular resource are similar in nature (i.e., they affect the same specific element of a resource)

Section 15130 of the CEQA Guidelines allows for the use of two alternative methods to determine the scope of projects for the cumulative impact analysis:

- **List Method** – A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- **General Plan Projection Method** – A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

7.1 AFFECTED ENVIRONMENT

Information on past, present, and reasonably foreseeable probable future projects, and identified project impacts were gathered via the City of San Diego Development Services Department through review of available environmental documentation (conducted in 2015).

7.2 PAST, PRESENT AND REASONABLY FORESEEABLE PROJECTS

This cumulative impact analysis utilizes the list method. For the purposes of this section only, Near-Term (Year 2018 to 2022) will be referred to as Near-Term, and Year 2035 (Horizon Year) will be referred to as Long-Term. Nine projects within proximity to the project were identified by the City of San Diego that are anticipated to generate traffic or otherwise contribute to cumulative environmental impacts. Each project was reviewed to determine its occupancy/construction status and timing of construction. Figure 7-1 identifies the locations of these cumulative projects. Tables 7-1 and 7-2 include a list of the nine projects evaluated for their contribution to cumulative effects; eight are considered to be Near Term (N), one are considered to be Long Term (L) projects.

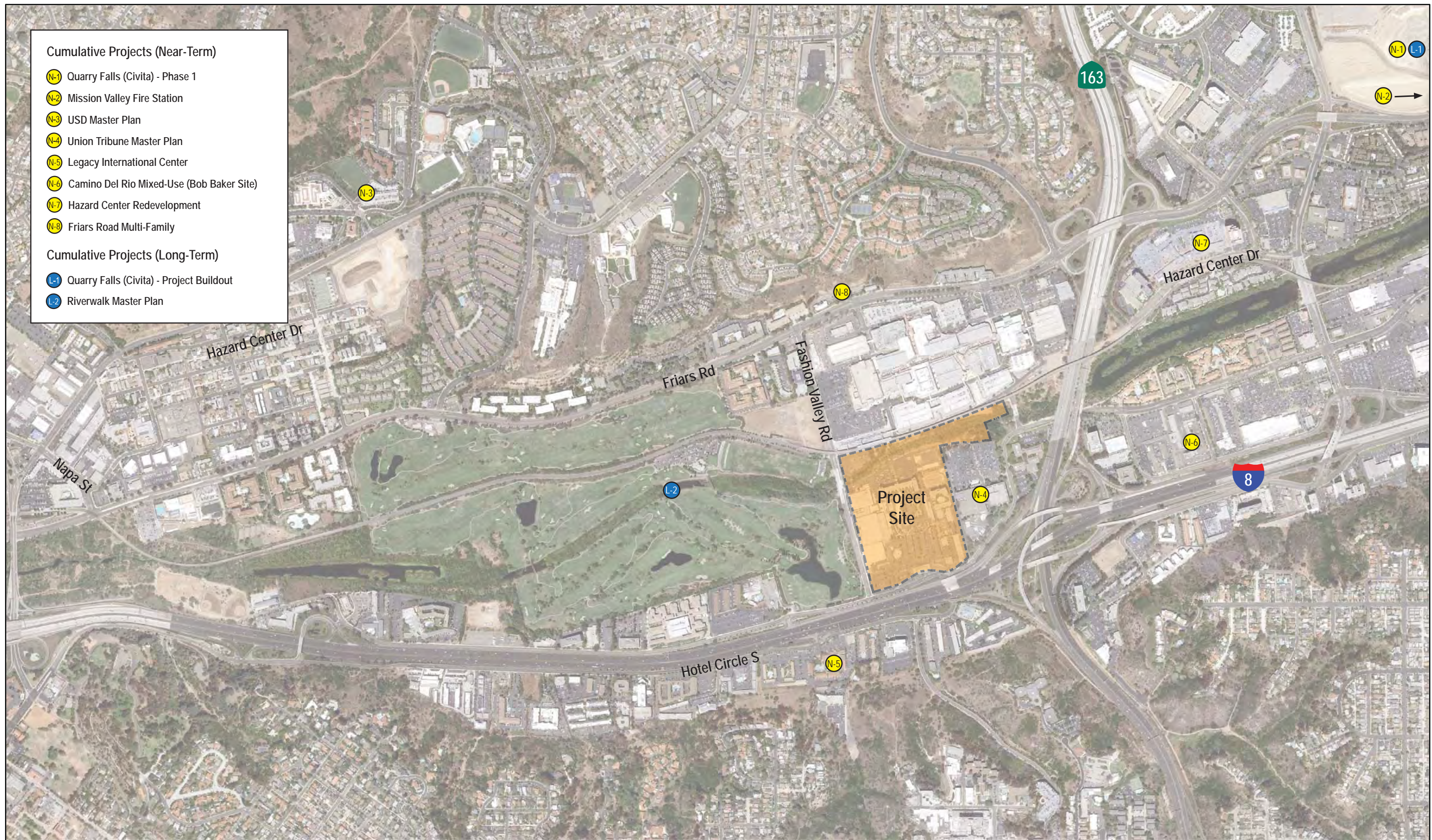


Figure 7-1
Cumulative Projects Location Map

This page intentionally left blank.

Table 7-1
Cumulative Projects – Near-Term (Year 2018 – 2022)

Project Name	Type of Development	Project Size	ADT	Status (as of May 2015)
N-1. Quarry Falls (Civita) – <i>Phase I</i>	Residential Community Commercial Neighborhood Commercial	2,477 dwelling units 50,000 sq. ft. 50,000 sq. ft.	17,450	Approved. Approximately 1,512 dwelling units built to-date
N-2. Mission Valley Fire Station	Fire Station	16,000 sq. ft.	50	Station is open
N-3. USD Master Plan ^a	University	3,000 FTE	10,200	Notice of Preparation distributed 4/4/2016
N-4. Union Tribune Master Plan	Multi-Family Residential Specialty Retail	200 Units 3,000 sq. ft.	1,128	Approved (not yet constructed)
N-5. Legacy International Center	Timeshare Religious Facility	127 rooms 196,165 sq. ft.	1,805	In review
N-6. Camino Del Rio Mixed Use	Multi-Family Residential Multi-Tenant Office Retail	305 dwelling units 5,000 sq. ft. 4,000 sq. ft.	1,432	Under construction
N-7. Hazard Center Redevelopment ^b	Residential Commercial / Retail	473 multi-dwelling units 4,205 sq. ft. Commercial (includes demolition of 1,540 seat theater)	950	Approved (not yet constructed)
N-8. Friars Road Multi-Family	Multi-Family Residential (Office)	319 dwelling units (20,548 sq. ft.)	828	In review

^a The USD Master Plan proposes an additional 2,710 FTE students. This is lower than the assumed density of 3,000 FTE. Therefore, the cumulative analysis is conservative. To be conservative, the development was assumed in the cumulative analysis, but the Hazard Center roadway extension was not.
 sq. ft. = square feet; FTE = Full Time Equivalent.

Table 7-2
Cumulative Projects – Long-Term (Year 2035)

Project Name	Type of Development	Project Size	ADT	Status (as of Feb. 2015)	Notes
L-1. Quarry Falls (Civita) – <i>Project Buildout</i>	Residential Retail Commercial Community Commercial Neighborhood Commercial Commercial Office Recreation Center	4,780 dwelling units 503,000 sq. ft. 50,000 sq. ft. 50,000 sq. ft. 620,000 sq. ft. 4,000 sq. ft.	52,330	Approved	Approved. Project Buildout expected to be complete by Year 2035.
L-2. Levi-Cushman Specific Plan ^a – <i>Project Buildout</i>	Residential Hotel Office Retail	1,329 dwelling units 1,000 hotel rooms 200,000 sq. ft. 2,582,000 sq. ft.	67,000	In Process	Approved. Not yet constructed.

^a As of May 2015, the Riverwalk Master Plan (formerly Levi-Cushman Specific Plan) proposes to develop 4,000 dwelling units, 150,000 sq. ft. ~~(sq. ft.)~~ of commercial retail and office and 950,000 sq. ft. of office, 900-room hotel and 40-acre park, generating 51,980 ADT. This is lower than original Specific Plan trip generation of 67,000 ADT. However, the horizon year traffic analysis assumes 67,000 ADT to be conservative.

7.3 GEOGRAPHIC SCOPE FOR CUMULATIVE IMPACT ANALYSIS

The geographic scope for the analysis of cumulative impacts is dependent on the nature of the issue and the project and varies depending upon the environmental issue being analyzed. Often, cumulative impacts are not limited by jurisdictional boundaries. For example, the project's contribution to localized impacts, such as those associated with traffic or noise, would affect the local neighborhood and traffic study area. Other topic areas, such as biological resources, historical resources, or water quality, could extend to areas beyond the local vicinity to include geographic areas that share similar conditions and the potential for similar adverse effects to these resources. Further, the impacts associated with regional topics, such as air quality and GHG emissions, could extend throughout the entire air basin.

7.4 CUMULATIVE IMPACTS FOUND TO BE SIGNIFICANT

As required by CEQA, the discussion below identifies the potential for significant cumulative impacts and discusses the project's contribution to these impacts. In the discussion below, "project" is used to refer to the project analyzed in this EIR, to differentiate between cumulative projects. Based on the analyses contained in Chapter 4.0 of this EIR and through the analysis presented here, the project's contribution to cumulative impacts associated with transportation/circulation would be cumulatively considerable.

7.4.1 Transportation/Circulation

The geographic scope of consideration for the cumulative traffic analysis is considered the same as the study area defined for the traffic analysis prepared for the project. The study area encompasses the roadways, intersections, and freeway segments and ramps that could be affected by the project traffic and could have the potential to combine with other cumulative project traffic to create degraded traffic conditions. As described in Section 4.2, the project study area is defined and is bounded to the south by Hotel Circle N. and Camino De La Reina, to the west by Fashion Valley Road, to the north by Riverwalk Drive and Fashion Valley Mall, and to the east by the San Diego Union-Tribune property. I-8 is located immediately to the south of Hotel Circle N. and Camino De La Reina. A comprehensive list of the intersections, street segments, and freeway segments that make the study area is found in the Transportation Impact Analysis prepared for the project by LLG, dated June, 22, 2016. A copy of the Transportation Impact Analysis is included as Appendix C in this EIR.

Cumulative traffic scenarios for the Near-Term (Year 2018 to 2022) and Long-Term (Year 2035 Horizon Year) include the cumulative projects and other development expected under the MVCP. The Near-Term cumulative traffic was obtained and manually assigned for each project,

and was considered in the Near-Term (Year 2018 to 2022) analysis further described in Section 4.2 of this EIR. Cumulative traffic conditions for the Horizon Year were evaluated using the *SANDAG Series 12 Model*, as detailed below. The cumulative projects were considered and verified in the forecast model. Forecast volumes were calibrated using baseline count data and future roadway network parameters were also verified.

7.4.1.1 Impact Analysis

The Horizon Year Conditions analysis presumes the full buildout of the project with implementation of the following planned improvements through 2035. The Horizon Year Conditions include planned, ongoing, and future roadway improvements in the study area, which assumes the proposed extension of Camino De La Reina from Fashion Valley Road to Via Las Cumbres and the extension of Via Las Cumbres between Friars Road and Hotel Circle N. as proposed in the Levi-Cushman/Atlas Specific Plans, and the Hazard Center Drive extension from Riverwalk Drive to the Hazard Center western terminus.

A. Intersections

As shown in Table 4.2-20, several intersections are calculated to show reduced delay with the addition of project traffic. Even with the buildout of 840 dwelling units, the reduction in traffic from this demolition yields a net new traffic increase only in the AM outbound and PM inbound movement. The following intersections are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with project conditions:

- Riverwalk Drive / Avenida Del Rio (LOS F during the PM peak hours)
- Hotel Circle N. / I-8 WB Ramps (LOS F during the AM and PM peak hours)
- Hotel Circle N. / Fashion Valley Road (LOS F during the PM peak hours)
- Hotel Circle N. / Camino De La Reina (LOS F during the PM peak hours)
- Hotel Circle S. / I-8 EB Ramps (LOS F during the AM and PM peak hours)
- Hotel Circle S. / Bachman Place (LOS E during the PM peak hour)

The addition of project trips does not result in significant cumulative impacts at the above intersections.

B. Street Segments

As shown in Table 4.2-21, several street segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from this demolition is calculated to be equal

to the traffic generated by 840 residential units. Certain segments show reduced traffic even with the addition of residential traffic due to different trip distributions and traffic patterns between the hotel and residential uses. The following segments are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with project conditions:

- Riverwalk Drive: Fashion Valley Road to Avenida Del Rio (LOS F)
- Riverwalk Drive: East of Avenida Del Rio (LOS F)
- Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)
- Camino De La Reina: Private Drive D to Avenida Del Rio (LOS F)
- Camino De La Reina: Avenida Del Rio to Camino De La Siesta (LOS F)
- Hotel Circle N.: West of I-8 WB Ramps (LOS F)
- Hotel Circle N.: I-8 WB Ramps to Fashion Valley Road (LOS F)
- Hotel Circle N.: Fashion Valley Road to Private Drive A (LOS F)
- Hotel Circle N.: Private Drive A to Camino De La Reina (LOS F)
- Hotel Circle S.: West of I-8 EB Ramps (LOS F)
- Hotel Circle S.: I-8 EB Ramps to Bachman Place (LOS F)
- Hotel Circle S.: Bachman Place to Camino De La Reina (LOS F)
- Fashion Valley Road.: Riverwalk Drive to Private Drive E (LOS F)
- Fashion Valley Road.: Private Drive E to Private Drive B (LOS F)
- Fashion Valley Road.: Private Drive B to Hotel Circle N. (LOS F)
- Avenida Del Rio: Riverwalk Drive to Camino De La Reina (LOS E)

With the addition of project traffic, based on the City of San Diego's significance criteria, significant cumulative impacts are identified on the following segments as the project traffic contribution exceeds the allowable thresholds:

- Riverwalk Dr.: East of Avenida Del Rio (LOS F)
- Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)

Mitigation measures for these impacts are discussed in detail in Section 4.2.4.3, Mitigation, Monitoring, and Reporting.

C. Freeway Segments

As shown in Tables 4.2-22a and 4.2-22b, several freeway segments are calculated to show reduced traffic with the addition of project traffic. The reduction in traffic from the demolition yields a net new traffic increase only in the AM inbound and PM outbound movements. The following segments are calculated to continue to operate at LOS E or F in the Year 2035 (Horizon Year) without and with project conditions:

SR-163

- Friars to I-8, *LOS E-AM (SB)*
- South of I-8, *LOS F(0)/LOS E-AM (NB/SB) and LOS F(1)/LOS F(0)-PM (NB/SB)*

I-8

- West of Hotel Circle, *LOS E-PM (EB and WB)*
- Hotel Circle to SR-163, *LOS F(0)-PM (EB)*

The addition of project trips does not result in significant impacts on the above freeway segments.

7.4.1.2 Significance of Impacts

In the Horizon Year, project-related traffic would cause significant cumulative impacts within the study area, as summarized in Table 7-3.

**Table 7-3
Summary of Year 2035 (Horizon Year) + Project Significant Impacts**

Facility Type	Location
Intersections	None
Street Segments	Riverwalk Drive: East of Avenida Del Rio (LOS F) Camino De La Reina: Hotel Circle N. to Private Drive D (LOS F)
Freeway Segments	None

7.4.1.3 Mitigation, Monitoring, and Reporting

Under Year 2035 (Horizon Year) conditions, the project is calculated to have significant cumulative impacts along two street segments: Riverwalk Drive: East of Avenida Del Rio, and Camino De La Reina: Hotel Circle to Private Drive D. Implementation of TRANS-2 would reduce the project's cumulative impact at Camino De La Reina: Hotel Circle to Private Drive D to below a level of significance. However, there is no feasible mitigation available that would reduce the impact at Riverwalk Drive: East of Avenida Del Rio street segment to a less than significant level. Therefore, impacts along Riverwalk Drive: East of Avenida Del Rio street segment would remain significant and unmitigated.

Street Segment Mitigation Measures

The following mitigation measures would be implemented as part of the project [The following mitigation measure will be implemented part of the project. This mitigation measure shall be assured by permit and bond satisfactory to the City Engineer prior to issuance of the first](#)

building permit and improvements shall be constructed and accepted by the City Engineer prior to issuance of the first residential occupancy approval:

TRANS-2 Camino De La Reina: Hotel Circle to Private Drive D. Prior to issuance of the first building permit, ~~The applicant-developer/permittee~~ shall assure by permit and bond the widening of this segment to 4-lane Major standards consistent with the MVCP, to the satisfactory to the City Engineer. This would involve widening Camino De La Reina along the project frontage to include an additional westbound and eastbound through lane and a raised median. This widening would also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the Town & Country property. The traffic signal at Hotel Circle N. / Camino De La Reina will be modified accordingly. All improvements shall be constructed and accepted by the City Engineer prior to issuance of the first residential occupancy approval.

7.4.1.4 Impacts After Mitigation

As identified above, the project would have significant direct and cumulative impacts at street segments in the Horizon Year.

Riverwalk Drive: East of Avenida Del Rio

Under Year 2035 (Horizon Year) + Project conditions, the project is calculated to cause a significant and unavoidable cumulative impact for the Riverwalk Drive: East of Avenida Del Rio street segment. There is no feasible mitigation available that would reduce the impact to a less than significant level. Therefore, impacts along this street segment would result in a cumulative significant and unavoidable.

Camino De La Reina: Hotel Circle to Private Drive D

Under Year 2035 (Horizon Year) + Project conditions, the project is calculated to cause a significant and unavoidable cumulative impact. Implementation of TRANS-2 would reduce the project's cumulative impacts to below a level of significance.

7.5 CUMULATIVE IMPACTS FOUND NOT TO BE SIGNIFICANT

Based on the analyses contained in Chapter 4.0, Environmental Analysis, of this EIR, the project's contribution to cumulative land use; historical resources; biological resources; air quality and odors; hydrology and water quality; noise; GHG emissions; energy; geology and

soils; visual effects and neighborhood character; public services and facilities; public utilities; and health and safety. Impacts would not be cumulatively considerable, as analyzed below.

7.5.1 Land Use

The geographic scope for land use cumulative analysis includes the MVCP area and lands immediately surrounding. Land uses and development patterns are typically established in local land use planning documents specific to jurisdictions, but can have implications on surrounding areas. The project's impacts when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects may be viewed as cumulatively considerable if continuous development changes existing land use patterns and intensity. Incompatible uses can also be seen as a significant impact but are typically avoided or mitigated on a project-by-project basis.

As discussed in Section 4.1, Land Use, the project is generally consistent with the stated goals, objectives, and recommendations of the City of San Diego General Plan, MVCP, SDRPMP, the MSCP, and the SDMC. The project includes deviations from the zoning and development regulations from the SDMC (see Table 4.1-4, Land Development Code Deviations). Although deviations are being requested, they are permissible under the LDC. Deviations from the SDMC are needed for flexibility to achieve land use balance to implement the TOD consistent with the goals, policies, and objectives of the General Plan. The deviations are also required to implement the improvements as envisioned by the MVPDO, and the SDRPMP including the San Diego River Pathway, the open space, and park adjacent to the River. The project would be consistent with the underlying zone, as well as the land use designation. Neither the deviations from zoning or development regulations, nor the MVPDO, would cause an impact to the environment. As such, no significantly cumulative impacts would occur as a result of the deviations.

The project site and cumulative projects would not divide an established community. As such, no cumulative impacts related to dividing a community would result.

Implementation of the cumulative projects known to the Mission Valley area would continue to modify the existing land uses of the area. However, much of the area is already developed with urban uses and planned for additional new uses, infill, and redevelopment. Similar to the project, this development is governed by the City of San Diego General Plan, MVCP, SDRPMP, MSCP, or the MVPDO and other planning documents and policies. As the project would not have a significant impact related to consistency with applicable planning documents or noise levels, the project would not contribute to a cumulative land use compatibility impact.

While there would be deviations from applicable zoning and development regulations as an effect of this project, these deviations are permissible under the City of San Diego LDC. Deviations are needed to achieve a mixed-use TOD consistent with the goals, policies, and objectives of the General Plan. Deviations are also required to implement the improvements envisioned by both the MVPDO and SDRPMP. The deviations would allow permitted structures within the floodway; however, compliance with UBC regulations such as raising the elevations 2 feet above the base flood elevation would reduce impacts to below a level of significance. The deviations from the SDMC and other cumulative project deviations would be offset by implementing the goals and policies of the MVCP and General Plan, and compliance with local and state regulations. Therefore, no cumulative impacts would occur.

While there are project specific policy deviations, the deviations are specific to the project site. The implementation of the project with these deviations would not substantially modify the use of the project site from the current conditions or be different than the overall planned land use of the site. The project would also not contribute to a cumulatively significant shift in land use development patterns or result in similar inconsistent policy issues among the cumulative projects.

The project would not conflict with the provisions of the City's MSCP or other approved local, regional, or state habitat conservation plan. ~~The project would not encroach on the MHPA; thus, the project would not directly impact the MHPA. However, edge effects on the MHPA associated with drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land development are a part of the existing conditions within the project site. These indirect impacts on the MHPA would be considered significant given that these impacts could be exacerbated with implementation of the project. Mitigation measures LU-1, BIO-2 (Section 4.4.3.4), and BIO-6 through BIO-13 (Section 4.4.3.4) would be implemented to reduced impacts to level below a level of significance.~~ avoided with the project design and compliance with the MSCP Subarea Plan directives including the Land Use Adjacency Guidelines. In addition, the project would preserve biological resources within the MHPA by establishing an easement on the MHPA segment within the project site. A Covenant of Easement to preserve MHPA lands would be granted in favor of the City and wildlife agencies (i.e., the USFWS and CDFW will be third-party beneficiaries) to the satisfaction of the City Development Services Department. This is an existing requirement of SDP No. 400602 and will ensure MHPA lands are preserved in perpetuity. The Covenant of Easement over MHPA lands required by SDP No. 400602 would ensure protection from future development.

As demonstrated, the project, when considered with other planned development in the MVCP area and with the cumulative projects identified above, would not result in a significant cumulative land use impact. For these reasons, the project would not result in a cumulatively

considerable contribution to impacts related to land use when viewed together with the environmental impacts from past, present, and reasonable foreseeable future projects.

7.5.2 Historical Resources (Archaeological and Built Environment)

The geographic scope of consideration for the cumulative analysis of historical resources includes the Mission Valley area. The Mission Valley area presents a unique prehistoric and historic context within the region as it was settled in a fairly independent manner from the surrounding area due to the valley's relative abundance of resources available within an arid environment during prehistoric times. During the period of historic development, frequent flooding plagued the area and discouraged development for many years.

Archaeological Resources

Archaeological resources are important for prehistoric or historic information that may be recovered. Construction of the project has the potential to impact unknown subsurface cultural resources. Implementation of Mitigation Measure AR-1 outlined in Section 4.3 would reduce potential impacts to unknown archaeological resources to below a level of significance.

All projects within the cumulative project area would be required to comply with similar mitigation measures and abatement requirements of the City and other regulatory agencies. Due to the ability of projects in the cumulative project area to reduce or minimize important archaeological resources to below a level of significance, the potential to create a cumulative impact is minimized. For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to archaeological resources when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects.

Built Environment Resources

As addressed in Section 4.3 of this EIR, the demolition of the Regency Conference Center would be inconsistent with the Secretary of the Interior's Standards because the historic character of the historical resource would not be retained or preserved. This is considered a significant and unavoidable impact at a project-level. Mitigation Measures HR-1, -2, and -3 for the Regency Conference Center would be provided. However, mitigation measures would not lower the impact to a level less than significant, since adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible. Implementation of the project, in combination with past, present, and potential future cumulative development in the area, could continue to alter the historic character. However, no other projects on the lists provided in Table 7-1 and Table 7-2 are proposed that would have cumulative impacts on historic resources.

Therefore, although there is a project-level impact, there is no cumulative historic resources impact for the project to contribute to. Therefore, built environment cumulative resources impacts are less than significant.

For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to historical resources (archaeological and built environment) when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects.

7.5.3 **Biological Resources**

The cumulative analysis geographic scope for biological resources includes the Mission Valley area. Biological resources can have commonalities across a large regional area, while also having very unique and specific characteristics in certain locations. In Mission Valley, the dense urbanized setting creates limited habitat opportunities and biological resources tend to be fairly isolated with areas of connectivity restricted to a few linear features such as Murphy Canyon Creek or the San Diego River. Mission Valley contains significant regional biological resources. However, many cumulative projects, including the project, are located on previously disturbed lands that have minimal biological resources

Section 4.4, Biological Resources, of the FEIR determined that the project would not result in direct adverse modification of suitable habitat for special-status plant or wildlife species.

~~However, the project was found to have potential direct impacts to special-status wildlife species during post-construction activities given that human activity (e.g., trail and park use) would occur adjacent to potentially occupied habitat as a result of the project.~~

As stated in the Section 4.4 of the EFIR, the project was found to have no direct impacts to special-status plant species as a result of the project. No special-status plants were observed incidentally during the biological surveys. Potential impacts to special-status plant species would be avoided through project design and compliance with the MSCP Subarea Plan directives including the Land Use Adjacency Guidelines.

The 2016 presence/absence surveys for least Bell's vireo (state- and federally-listed as endangered) were negative. The analysis assumes that the species may be present due to the presence of suitable habitat. The potential for injury, mortality, or harassment to occur is avoided given that no construction would occur within existing wildlife habitat within the BSA. Potential impacts to special-status wildlife species would also be avoided through project design and compliance with the MSCP Subarea Plan directives including the Land Use Adjacency Guidelines.

The project site includes an existing 10-story building, the Royal Palm Tower. This building could present the greatest existing risk for avian collisions currently on the site; however, the collision risk is low because it has no windows on the façade facing the River. Buildings covered with a large percentage of windows or glass would have an increased risk for avian collisions because birds cannot see the glass or it reflects adjacent habitat and they attempt to fly through (Cusa et al. 2015). Other reflective surfaces (e.g., metals or reflective paint) can have the same effect as glass by reflecting the sky, clouds, or nearby habitat familiar and attractive to birds (Sheppard 2011). Furthermore, the Royal Palm Tower is an existing condition that is not a result of the project.

The project proposes an approximately 85-foot building on Residential Parcel 1, and three approximately 85-foot buildings on Residential Parcels 2, 3, and 4. The residential building on Residential Parcel 4 is terraced away from the River so it begins at approximately 26 feet closest to the River and increases to approximately 85 feet as it rises away from the River. Therefore, direct impacts to potentially occurring special-status bird species from collisions with the project components would be less than significant.

The project also proposes construction of one- and two-story buildings for the new lobby, lobby restaurants, hotel parking structure, and café. The new buildings would be constructed within a previously developed setting that includes taller structures such as the 10-story Royal Palm Tower. The structures would be designed with predominantly non-reflective material and would comply with the City's Lighting and Glare Regulations for light reflectivity materials selected for the project and the American Bird Conservancy Bird-Friendly Building Design recommendations to the extent practicable (ABC 2016). Therefore, direct impacts to potentially occurring special-status bird species from collisions with the project components would be less than significant.

Biological resources within the BSA have been subject to ~~The project was found to have~~ indirect impacts to special-status plant and wildlife species associated with nonnative species, changes in hydrology, human presence, noise, and lighting for decades due to existing land uses surrounding the BSA. The project is designed to reduce the intensity and extent of indirect impacts to biological resources in the BSA. This is accomplished through compliance with the Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1; compliance with standard City of San Diego environmental permit requirements; and enhancement of the wetland buffer, Low Impact Development (LID) features, and use of native plants in landscaping. With incorporation of these elements into the project, no significant impacts to special status plant or wildlife species would occur.

~~These are considered significant given that these impacts could continue to persist with implementation of the project. As such, implementation mitigation measures are provided to avoid, minimize, and mitigate direct impacts to special status species. Mitigation measures would also avoid and minimize indirect impacts to special status species and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, noise, lighting, barriers, invasives, and grading/land development. Implementation of mitigation measure² would reduce impacts to less than significant.~~

Impacts to sensitive vegetation communities would be less than significant due to project design and compliance with MSCP Subarea Plan directives including the Land Use Adjacency Guidelines.

The project would not have ~~direct and indirect~~ impacts to jurisdictional waters and wetlands. Approximately 5.35 acres of existing jurisdictional waters and wetlands are included in the A total of 7.41 acres of existing jurisdictional waters and wetlands would be subject to impacts during habitat restoration and enhancement efforts beyond the requirements of SDP No. 400602. No impacts to wetland resources would result from implementation of the project. Project construction would avoid direct impacts to jurisdictional waters and wetlands. Indirect impacts are avoided through implementation of the proposed wetland buffer and compliance with MHPA Land Use Adjacency Guidelines as described Land Use Section 4.1.6.1; compliance with standard City of San Diego environmental permit requirements; and enhancement of the wetland buffer, Low Impact Development (LID) features, and use of native plants in landscaping.

No impacts to native vegetation or wetlands are anticipated from restoration activities. All native vegetation would be protected by restoration. Only non-native species would be removed, which provides a direct benefit to remaining native species. Implementation of erosion control measures, appropriate timing of planting and maintenance activities by trained restoration specialists would avoid indirect impacts.

~~Potential indirect impacts to jurisdictional waters could result from activities associated with nonnative species, changes in hydrology, and human presence. Implementation of Mitigation Measures BIO-2 through BIO-4, and BIO-11 would mitigate direct impacts to jurisdictional waters and wetlands by permitting impacts and restoring wetlands on-site. Indirect impacts to jurisdictional waters and wetlands would be mitigated to below a level of significance with implementation of Mitigation Measures BIO-2, BIO-6, and BIO-8 through BIO-10.~~

Direct impacts to wildlife movement would not occur as a result of the project, rather the project is designed to protect and restore the River corridor and is expected to benefit wildlife movement

through the BSA. In addition, no new structures or landscape features that would permanently or temporarily impede wildlife movement through the BSA will be constructed within the River corridor. Indirect impacts to the San Diego River corridor associated with nonnative species, changes in hydrology, human presence, noise, and lighting would be avoided through project design and compliance with MHPA Land Use Adjacency Guidelines. ~~be significant without implementation of mitigation measures. Implementation of BIO-2 through BIO-5, BIO-7, and BIO-10 would avoid and minimize indirect impacts to wildlife corridors and movement and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, barriers, invasives, and grading/land development.~~

The project would not conflict with the provisions of an adopted HCP; NCCP; or other approved local, regional, or state habitat conservation plan. The project would not result in a conflict with any local policies or ordinances protecting biological resources.

The project would not encroach on the MHPA and no direct impacts to ESL's would result from project implementation. Therefore, the project would not result in a conflict with any local policies or ordinances protecting biological resources. The project would not have direct impacts from introduction of nonnative species would result from project implementation. Indirect impacts would also be avoided through project design and compliance with MHPA Land Use Adjacency Guidelines as described in Land Use Section 4.1.6.1.

No direct impacts from introduction of nonnative species would result from project implementation. Indirect impacts also would be avoided through project design and compliance with MHPA Land Use Adjacency Guidelines as described in Land Use Section 4.1.6.1.

All projects within the cumulative project area would be required to comply with the City's Land Use Adjacency Guidelines of the City's MSCP Subarea Plan and other local, state and federal requirements. Due to the ability of projects in the cumulative project area to reduce or minimize any potential for impacts as shown through the various EIR analyses, the potential for adverse biological effects to combine to create a cumulative impact is minimized. For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to biological resources when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects.

7.5.4 Air Quality and Odors

The geographic scope for the analysis of cumulative air quality impacts is considered the SDAB. It is appropriate to consider the entire air basin as air emissions can travel substantial distances and are not confined by jurisdictional boundaries; rather, they are influenced by large-scale climatic and topographical features. While some air quality emissions can be localized, such as a CO₂ hotspot or odor, the overall consideration of cumulative air quality is typically more regional. By its very nature, air pollution is largely a cumulative impact.

Cumulative projects located both in Mission Valley and throughout the air basin would also generate construction and operational air emissions that could contribute to air quality impacts. Generally, projects that are consistent with the applicable planning document used to formulate the RAQS and State Implementation Plan would not produce emissions beyond what is forecast and would not hinder the ability to meet air quality standards.

The cumulative analysis focuses on whether a specific project would result in a cumulatively considerable increase in emissions. By its very nature, air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development within the SDAB, and this regional impact is cumulative rather than attributable to any one source. A project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. The thresholds of significance are relevant to whether a project's individual emissions would result in a cumulatively considerable incremental contribution to the existing cumulative air quality conditions. If a project's emissions would be less than those threshold levels, the project would not be expected to result in a considerable incremental contribution to the significant cumulative impact.

The net increase in emissions over existing conditions would not result in the generation of criteria air pollutant emissions that exceed any of the thresholds for construction or operational activities. These thresholds are designed to identify those projects that would result in significant levels of air pollution and to assist the region in attaining the applicable state and federal ambient air quality standards. Projects that would not exceed the thresholds of significance would not contribute a considerable amount of criteria air pollutant emissions to the region's emissions profile, and would not impede attainment and maintenance of ambient air quality standards.

As discussed in Section 4.5, Air Quality and Odors, because the project is less intensive than the assumptions for urban land use and vehicle trips associated with the General Plan, the intensity of operational emissions has been accounted for in the RAQS. The project would not result in additional emissions over the current assumptions used to develop the General Plan and AQMP.

As such, the project would not affect the ability of the RAQS or other regional plans to meet federal and state clean air standards. The project would not exceed 100 pounds per day of PM dust during construction or operational activities. Further, the project's construction and operational activities would not create objectionable odors affecting a substantial number of people, and the future residents would not be impacted by any existing odor sources. These impacts would be less than significant and not cumulatively considerable.

Construction of the project could expose sensitive receptors to substantial pollutant concentrations that would result in a health risk. Implementation of Mitigation Measures AQ-1 through AQ-3 would be implemented and would reduce impacts to less than significant. Implementation of the project would not expose sensitive receptors to substantial pollutant concentrations from highway emissions that would result in a health risk. However, project design features PDF-AQ-1 and PDF-AQ-2 would be implemented to further reduce impacts related to health risks from I-8 and SR-163 vehicle emissions and the project's construction and operational emissions throughout the SDAB would not be cumulatively considerable.

7.5.5 Hydrology and Water Quality

The geographic scope for the hydrology and water quality cumulative analysis includes the San Diego River HU because water bodies within the watershed are part of an interrelated hydrologic system that can span community and jurisdictional boundaries. Modifications to a portion of a watershed or water pollution produced by development in one location may result in hydrology and water quality impacts that affect other water bodies or the entire region. The project's impacts when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects may be viewed as cumulatively considerable if the project contributes to the cumulative effects of degradation of water quality, changes to runoff patterns, and the potential for increased flooding.

Mission Valley is known for flooding problems during large rain events. Similar to the project, regulatory requirements; permit requirements; impact avoidance and minimization measures; and various construction, operation, and site designation standards would also be required of cumulative projects. Such required measures and appropriate site designs would serve to minimize potential for adverse effects to the hydrologic functions or water quality of the area and watershed.

As discussed in Section 4.6, Hydrology and Water Quality, the project would not have any significant impacts on hydrology or water quality. The amount of impervious surfaces would decrease and peak drainage flows to existing San Diego River outlets and drainage culverts would be reduced compared to existing conditions. The total overall peak flow rate of the site

would be reduced compared to existing conditions; therefore, the project would not have an adverse effect on the existing drainage condition and there would be no expected adverse impact on downstream conditions. The extent of 100-year flood events would not likely be exacerbated by implementation of the project because the project would slightly decrease impervious surface area, which would be expected to reduce local flooding impacts. Additionally, the site would be raised several feet above the base flood elevation to address potential impacts associated with flooding. The project would implement various construction and post construction BMPs per the SWPPP to reduce impacts to receiving waters. Erosion and sediment controls would be used during construction activities to reduce the amount of soils disturbed, prevent erosion and sediment transport into receiving waters, and control/minimize pollutants in site runoff. Furthermore, existing and proposed flows would be routed to flow-through planter boxes and a bioretention basin to further reduce, infiltrate, and treat storm water runoff flows. The project, as with the cumulative projects, would be designed in compliance with applicable regulations to help maintain existing hydrologic conditions, reduce runoff volumes, and improve water quality over existing conditions.

The project would not have significant impacts to hydrology or water quality. The amount of impervious surfaces would decrease, and peak drainage flows to existing San Diego River outlets and drainage culverts would be reduced compared to existing conditions. Additionally, ~~the site~~ [all proposed new residential buildings](#) would be raised several ~~two~~ feet above the base flood elevation to address potential impacts associated with flooding. Further, the project, as with the cumulative projects, would be in compliance with the Municipal and Construction General permits, the City Storm Water Standards, and the Model BMP Design Manual (County of San Diego 2016), and any runoff during construction and post-construction operations would be required to be minimized and treated through recommended LID site design and/or structural BMPs mandated by these measures. Construction and post-construction activities of the project and cumulative projects would be required to adhere to various impact avoidance and minimization measures discussed in Section 4.6. Thus, the potential for water quality or hydrology effects to combine to create a cumulative impact would be minimized. For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to hydrology and water quality when viewed together with the environmental impacts from past, present, and reasonable foreseeable future projects.

7.5.6 Noise

The geographic scope for the consideration of cumulative noise impacts is the areas immediately surrounding the project site and along designated haul routes where heavy truck traffic would travel during construction. Generally, noise impacts are limited to the area directly surrounding the noise generator as noise attenuates with distance and only has the potential to combine with

other noise sources in the immediate vicinity. The project's impacts when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects may be viewed as cumulatively considerable if ambient noise increases above the City's Significance Determination Thresholds. The cumulative noise environment might be significant; however, because the construction of project would be within noise limits and not contribute additional ADT to the transportation system, the project would not contribute to a cumulative noise impact.

As discussed in Section 4.7, Noise, the project site is located in an area of high existing ambient noise levels due primarily to traffic noise from adjacent I-8 and nearby SR-163. However, the project would generate a net total of 0 cumulative ADT volumes, thereby not substantially increasing traffic volumes and noise on adjacent roadways.

Project construction noise levels on-site would not exceed City noise standards (75 dBA L_{eq}). This is a less than significant impact. The increase in traffic volume due to project-related construction traffic would result in a less than 1-dBA L_{eq} increase and would not result in noise levels exceeding City standards for adjacent land uses along adjacent roadways.

The operation of project facilities (i.e., HVAC systems) would potentially result in a substantial permanent increase in ambient noise levels (3 dB or greater) at adjacent sensitive receptors constructed on-site based on existing and cumulative conditions. This would be a significant impact. However, implementation of Mitigation Measure NOI-1 would reduce the significant direct and cumulative operational impacts associated with noise to a less than significant level. In addition, noise reduction design measures (identified in Section 4.7, Noise) would reduce operational noise levels below standards established in the Noise Ordinance.

The project and future projects within Mission Valley would be required to adhere to the federal, state, and local standards and regulations, and standard construction noise reduction design measures to comply with City noise standards. These regulations would reduce cumulative construction and operational noise levels below standards established in the Noise Ordinance.

The project construction would also generate noise in proximity to sensitive birds and habitat along the floodplain of the San Diego River, resulting in a substantial increase in the measured ambient noise levels. As discussed in Section 4.4, Biological Resources, ~~this would be an indirect significant impact that would be reduced to a level below significance with project design features and , requiring mitigation (Mitigation Measure BIO-5) project design, compliance with the MSCP Subarea Plan including the Land Use Adjacency Guidelines, and City permit requirements, which includes, among other requirements, of to avoiding construction adjacent to the habitat during the breeding season of these protected birds, when present, will avoid impacts.~~

Both construction and operation noise associated with the project would not cause significant increases in the cumulative ambient noise environment; therefore, the noise would not be of the magnitude to combine with other cumulative projects as there are none located in immediate proximity to the project site (e.g. the Levi-Cushman Specific Plan) where noise could combine to create a worsened noise environment. The cumulative project in closest proximity to the project is the Union Tribune Mixed-Use project, which is directly east of the project site. As discussed, this cumulative project would not result in any operational noise impacts or expose people to noise levels that exceed the City's adopted noise ordinance. For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to noise when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects.

7.5.7 Greenhouse Gas Emissions

The geographic scope of consideration for GHG emissions is on a global scale as such emissions contribute, on a cumulative basis, to global climate change. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies evaluate the cumulative impacts of GHGs, even relatively small additions, on a global basis. By nature, GHG evaluations are a cumulative study. The cumulative analysis considers both global and regional projections of GHG emissions as well as local projects that may contribute to GHG emission impacts. The project's impacts when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects may be viewed as cumulatively considerable as a result of a substantial increase in the emission of GHGs from construction activities, generation of vehicle traffic, energy use, and fuel consumption associated with on-road motor vehicles.

In accordance with ARB recommendations for local governments, the City of San Diego Climate Action Plan (CAP) includes a municipal operations and community-wide GHG emissions baseline calculation from 2010 and sets a target to achieve a 15 percent reduction from the baseline by 2020. To remain consistent with EO S-3-05, the CAP includes a 2035 target based upon the trajectory for meeting the City's 2050 reductions. By meeting the 2020 and 2035 targets, the City will maintain its trajectory to meet its proportional share of the 2050 state target.

Following the adoption of the CAP, the City developed a CAP Consistency Checklist (Checklist) as a streamlined review process for the GHG emissions analysis of proposed new development projects. Implementation of the measures listed in the CAP Checklist would ensure that new development is consistent with the CAP's assumptions for relevant CAP strategies toward achieving the identified GHG reduction targets. Thus, projects that are consistent with the CAP

[as determined through the use of the CAP Checklist may rely on the CAP for the cumulative impacts analysis of GHG emissions.](#)

For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to GHG emissions when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects.

7.5.8 Energy

The geographic scope for consideration of cumulative energy impacts is the San Diego region as a whole. Development throughout the region influences the demand for energy supply and can drive the location and need for new or additional energy production and transmission infrastructure. Energy service providers and their distribution systems generally cover large areas and are not necessarily associated with or restricted to specific governmental jurisdictions.

Implementation of the project would result in the consumption of energy, but such consumption would not be expected to be wasteful or inefficient. The residential buildings would be designed to be consistent with LEED Silver standards [or equivalent](#) and would meet current Title 24 requirements incorporating sustainable design features that would reduce the project's overall demand for energy. In addition, the renovations of the hotel and convention center would be built to current building code standards, which require higher level of energy, HVAC, and lighting efficiencies. Also, the project would generate approximately 372 kilowatt solar photovoltaic panels. The panels are intended to generate approximately 50 percent of the electricity requirements for the common circulation, amenity, and utility areas of each residential building. The energy generated on-site would assist in the reduction for the demand for new energy resources.

Generally, most typical development or redevelopment projects, such as those included in the cumulative project list, do not independently create substantial impacts on energy production or infrastructure. Rather, the demand for energy is influenced by region wide development. Thus, many planning documents that forecast energy demand and determine adequate supply and appropriate infrastructure needs and strategies are also on regional scales. The CEC California Energy Demand 2014 to 2024 Final Forecast report describes 10-year forecasts for electricity and end user natural gas in California and accounts for efficiency and conservation initiatives reasonably expected to occur. This forecast shows the continued increase in demand for energy supplies in the state over the next 10 years (CEC 2014). Specific to the San Diego region, SDG&E is a major provider of energy and their 2012 Long Term Procurement Plan (10 years) addresses both energy demand and energy supply resources (SDG&E 2012). Cumulative projects would be subject to federal, state, and local energy conservation and/or alternative energy

policies, such as those within the Conservation Element of the City's General Plan or within the MVCP. This minimizes the potential for unnecessary or wasteful energy use associated with cumulative development or the demand for energy beyond that accounted for in regional supply forecasts and production.

Other cumulative projects throughout the region would also be subject to energy conservation measures to avoid wasteful or unaccounted for energy demand, and would be required to follow current or future UBC and Title 24 requirements for energy efficiency. For these reasons, the project would not make a cumulatively considerable contribution to a significant impact on energy resources.

7.5.9 Geology and Soils

The geographic scope for cumulative impacts is the Mission Valley area and immediately surrounding lands. Geology and soil features can be very specific to certain locations and sites, but can also have broad reaching elements, such as faults and underlying bedrock formations. However, potential geologic or soil hazards resulting from development are generally localized to the site and immediate surrounding lands rather than a broad reaching area. In this way, potential cumulative impacts resulting from seismic and geologic hazards would be minimized on a site-by-site basis to the extent that modern construction methods and code requirements provide. Throughout the Mission Valley area, cumulative projects would also be susceptible to similar geologic hazards caused by unstable geologic conditions or soils, including seismic activity, liquefaction, settlement, and land sliding. The specific geologic conditions of each individual project site, soil type, and project excavation requirements would dictate the severity of the potential geologic risks. Cumulative projects would be subject to the same regulations and engineering requirements as the project, such as the City's grading ordinance, a SWPPP and associated BMPs, and CBC building codes.

As discussed in Section 4.10, Geology and Soils, proper engineering design, utilization of standard construction practices, adherence to SDMC and CBC, implementation of BMPs required by the SWPPP, and implementation of project design features would ensure that the potential for geological impacts resulting from the project would be less than significant. The project design features would reduce potential impacts associated with liquefaction, including the risk of life or injury due to local seismic events to an acceptable level of risk, and temporary dewatering of the project site. In addition, implementation of grading BMPs required by the project's SWPPP would ensure that the potential for impacts associated with soil erosion resulting from the project construction would be less than significant. The project, as with the other cumulative projects, would follow standard construction practices to ensure no geologic impacts would result from development. Thus, the potential for adverse geologic or soil hazards

to combine to create a cumulative impact would be minimized through compliance with regulatory requirements, thereby avoiding any significant cumulative geology and soils impacts.

For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to geology and soils when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects.

7.5.10 Visual Effects and Neighborhood Character

The geographic scope of consideration for the visual analysis is the Mission Valley area. Throughout Mission Valley, long east-west views are available as well as short north-south views. The project's impacts when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects may be viewed as cumulatively considerable with the alteration of the visual character of the area resulting in changes to public views, as well as increased nighttime lighting and daytime glare levels.

Mission Valley is a highly developed, urban area that is identified as a high village propensity of the General Plan Village Propensity map. Additional urban development is likely in the surrounding area due to forecasted population and economic growth. Increased development, either from the project or other cumulative growth, would alter the existing aesthetics of the community; however, future development would be required to be visually compatible with the surrounding neighborhood character and utilize appropriate architecture, materials, and development patterns as necessary for consistency with the visual-related goals, principles, and objectives of the MVCP.

As discussed in Section 4.11, Visual Effects and Neighborhood Character, the project is a mixed-use project that would establish a cohesive theme to unify site and building architecture, and create a unique sense of place through architectural, landscape, and site design guidelines. The project would improve public views into the River, public viewing areas as well as implement the San Diego River Pathway and the intent of the guiding principles of the SDRPMP. The project would add multi-family residential uses to the site and would contribute to the visual urban environment, but would be consistent with the bulk and scale of the surrounding area, and overall mixed-use character of the area. Further, the Town & Country Master Plan contains detailed site planning, land use, and design guidelines to ensure a cohesive development and location of land uses that would visually and physically connect to the overall character of the area. The project would not substantially affect any visual resources or create any substantial light or glare. The project site is not shaded by any structures aside from existing buildings on-site nor would it result in any shading to adjacent properties.

Like the cumulative projects, the project is consistent with the surrounding and adjacent development in height, bulk, and mass. The project would not pose a cumulative effect by opening up a new area for development, as no vacant land would remain within the project site. Implementation of the project would not result in any significant impacts associated with the existing landforms that would affect the visual quality and neighborhood character. Like other projects in the cumulative projects area, the project would be required to comply with the aesthetic and design requirements of the City's General Plan, the MVPDO, the MVCP policies and guidelines, and the intent of the SDRPMP. For the reasons stated above, cumulative visual effects and neighborhood character impact would not occur.

7.5.11 Public Services and Facilities

The geographic scope for the public services and facilities cumulative analysis is the Mission Valley community within the City of San Diego. The provision of public services and facilities is often specific to jurisdictional providers or confined by set service boundaries. Public services and facilities generally serve residents on a community-wide basis. Typically, changes in development influence the demand for public services and related facilities to be provided within a local city, county, or service district. The project's impacts when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects may be viewed as cumulatively considerable with the increase in demand resulting in expansion of public services and facilities.

Similar to the project, cumulative projects would be required to pay development impact fees or ad-hoc fees as conditions of project approval to offset the external costs to public service providers, such as additional staff, equipment, or facilities. These fees allow the City to have a source of funding available to provide new or additional facilities necessary to achieve and maintain adequate public service provision per population-based requirements and development as it occurs within an area. Development impact fees would be required to be paid prior to building permit issuance.

As discussed in Section 4.12, Public Services and Facilities, implementation of the project would not necessitate the construction of new police, fire, ~~school~~, library, or recreational facilities. The project would provide ~~3.84~~3.31 acres of passive population based park on-site. While construction of residential units would increase population at the project site, there would be a decrease in hotel and convention center space, and the change in population density is not anticipated to affect fire or police services. The implementation of the project would lead to the development of 840 multi-family dwelling units. This creation of permanent housing structures would generate new students in the area. Based on SDUSD school generation rates, SDUSD identified the potential for schools in the area to meet or exceed their capacity in the cumulative

condition and contribute to the need for new or expanded school facilities (SDUSD 2015). Per Government Code §65996, however, the payment of standard school fees constitutes full mitigation of any project impact. Therefore, cumulative impacts would not occur. ~~; however, all of these schools are below their estimated capacity. The existing schools have sufficient capacity to serve these students, and the project would not result in the need for new or expanded school facilities (SDUSD 2015).~~

Even with the population increase projected to be generated by the project, existing library systems would not be impaired, nor would additional or expanded library facilities be required. In addition, potential impacts related to police protection, fire-rescue protection, libraries, and schools would be offset by state mandated DIFs. Thus, the potential for cumulative environmental impacts associated with public services and facilities effects would be minimized. For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to public services and facilities when viewed together with the environmental impacts from past, present, and reasonable foreseeable future projects.

7.5.12 Public Utilities

The geographic scope for public utilities cumulative analysis is the San Diego region. Public utilities can be specific to jurisdictions; however, some service providers offer service throughout a region and across multiple jurisdictions. Thus, changes in development influence the demand for utilities across the region and can drive the need for new or expanded utility infrastructure. The project's impacts when viewed together with the environmental impacts from past, present, and probably future projects may be viewed as cumulatively considerable with the increase in demand for water.

As discussed in Section 4.13, Public Utilities, the project would not result in a need for new off-site public utility systems or infrastructure, or require substantial alterations to existing off-site utilities or infrastructure. The existing off-site utilities systems that currently serve the project area would be sufficient in serving the increased population resulting from the project. Pending and future projects would be required to analyze all public utilities demand and supply to avoid conflicts, and provide upgrades or DIFs toward new infrastructure facilities, as needed.

- **Water.** As documented in the SDCWA's 2010 UWMP, the SDCWA is planning to meet future and existing demands, which include the demand increment associated with the accelerated forecasted growth. In addition, the next update of the demand forecast for the SDCWA's 2015 UWMP would be based on SANDAG's most recently updated forecast, which will include the project. The project exceeded the Water Code Section 10912(a)(7) threshold requirements and triggered the need for a WSA under the parameters of

SB 610. The WSA concluded that the existing water supplies are or would be available to meet the projected water demands of the project. Although a WSA was required and prepared, the project would not use excessive amounts of water nor would it result in a need for new water systems beyond the project footprint, or require substantial alterations to existing water utilities and impacts to the water supply would be less than significant.

- **Wastewater.** The project would continue to utilize the two existing sewer connections to the sewer line in Fashion Valley Road. Additionally, a new connection would be added for a private sewer line that would convey sewage from the majority of the new residential units. Impacts for this new connection have been taken into account as part of the analysis of the project for noise, air quality, hydrology and water quality, growth inducement, etc., and no additional impacts beyond those already addressed would occur. The project would not result in a need for new off-site sewer systems, or require substantial alterations to existing sewer utilities; therefore, no impacts to wastewater infrastructure would occur. No cumulative wastewater impacts are anticipated.
- **Storm Water.** The storm drain system for the project ~~would~~will consist of two systems: one that will provide for the new development and another that ~~would~~will maintain the existing infrastructure to serve the existing hotel areas that will remain on the project site. Existing infrastructure would be utilized as well as a new outlet, and current drainage patterns would be largely maintained. While new private infrastructure would be built on-site, no public infrastructure would be needed. Therefore, no cumulative storm water impacts are anticipated.
- **Solid Waste.** A WMP was prepared for the project and would be prepared for future project-specific development projects that generate in excess of 60 tons of waste or more that would address solid waste reduction and management. The project WMP evaluated waste reduction efforts associated with pre-construction, demolition/construction, and operation of the project. Implementation of strategies and measures in each WMP and compliance with the SDMC Recycling and Construction and Demolition ordinances would ensure a less than significant cumulative impact to solid waste management and facilities.
- **Gas and Electricity.** Implementation of the project would not result in the need for new systems or require substantial alterations to existing gas and electric utilities. Current levels of service would be maintained.

The project would not induce substantial population growth in the surrounding area, as the project is a redevelopment project at a site with existing infrastructure and utilities. Additionally, since the project does not propose the extension of roads or other infrastructure to unserved areas, it does not have the potential to indirectly increase population or housing. Thus, the project

would not result in a contribution to a cumulative impact on public utilities. Additionally, given the proper incorporation of necessary construction, operations, and site design standards, plus additional analysis by the City to confirm utility capabilities when future project-specific development plans have been finalized, no substantial contribution to a cumulative impact would be anticipated. For these reasons, the project would not result in a cumulatively considerable contribution to impacts related to public utilities when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects.

7.5.13 Health and Safety

For cumulative analysis, the geographic scope for health and safety, which includes, wildfire, or airport safety, is the City of San Diego because these issues cover a much broader scope that does not follow the boundaries of Mission Valley. The project's impacts when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects may be viewed as cumulatively considerable if the project along with other development in the project area creates an ongoing risk to public health.

As discussed in Section 4.14, Health and Safety, the project site is in a Non-Very High Hazard Severity Zone and therefore would not expose people or structures to a significant risk of loss, injury, or death involving wildland fire. Impacts associated with wildland fires would be less than significant.

The project site is not located within 0.25 mile of an existing or proposed school, and therefore would not result in hazardous emissions or the handling of hazardous emissions and substances or waste within 0.25 mile of an existing or proposed school. Impacts associated with hazardous emissions and handling of hazardous materials within 0.25 mile of a school would be less than significant.

The project would not impair implementation of, or physically interfere with an adopted emergency response or evacuation plan and impacts would be less than significant.

Implementation of the project would not result in significant impacts associated with the location of known contamination sites in the majority of the project area, because compliance with Phase I and the soil vapor survey recommendations and federal, state, and local recommendations would ensure impacts are less than significant.

The project would be located within a designated AIA but would be consistent with the applicable ALUCPs, and would not result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project site. Project construction complies with FAA and ALUCP regulations and would not exceed 200 feet above ground level, and the

elevation of the buildings would not exceed 100:1 surface elevation. Therefore, impacts would be less than significant.

Implementation of the project would not result in a safety hazard for people residing or working within 2 miles of a private airstrip or heliport facility that is not covered by an adopted ALUCP and no mitigation is required.

Cumulative projects would also be subject to federal, state, and local regulations related to hazardous materials and other public health and safety issues. In a manner similar to the project, adherence to these regulatory requirements would reduce incremental impacts associated with public exposure to health and safety hazards in each of the affected project areas. Additionally, most hazardous material and safety-related risks are localized, generally affecting a specific site and immediate surrounding area; thus, minimizing the potential for an impact to combine with another project to create a cumulative scenario. Through compliance with regulatory requirements, the construction or operation of the project itself would not create significant human or environmental health or safety risks that could combine with other project impacts to create a significant and cumulatively considerable impact. For these reasons, the project would not result in cumulatively considerable contribution to impacts related to health and safety when viewed together with the environmental impacts from past, present, and reasonably foreseeable future projects

CHAPTER 8.0

EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the State CEQA Guidelines requires an EIR to contain a statement briefly indicating the reasons that various possible significant impacts of a project were determined not to be significant and therefore were not discussed in detail in the EIR. Pursuant to Section 15128 of the CEQA Guidelines, the following issue areas were determined by the City of San Diego, as the lead agency, not to have the potential to cause adverse impacts, and therefore have not been addressed in detail in this EIR.

8.1 AGRICULTURAL RESOURCES

The project site is currently the location of an existing development and does not contain land that is designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designed by the CDC. The site is not subject to, nor is it near, a Williamson Act contract site pursuant to Sections 51200–51207 of the California Government Code. Therefore, impacts associated with agricultural resources are not considered significant.

The project site is urban and is not designated as prime farmland, unique farmland, or a farmland of statewide importance. No agricultural lands are located on or adjacent to the project site. The site is designated as developed land and is not designated as farmland under the Farmland Mapping and Monitoring Program of the CDC or the City of San Diego's General Plan. Therefore, no significant impact on agricultural resources would occur with the implementation of the project.

8.2 POPULATION AND HOUSING

The City's Significance Determination Thresholds do not provide guidance on determining significance for impacts related to population and housing. However, CEQA Guidelines require the analysis of a project's likelihood to induce substantial population growth, either directly or indirectly, or displace substantial numbers of people or existing housing requiring the development of replacement housing elsewhere.

The project would result in 840 housing units and an associated increase in population. However, as further described in Chapter 6.0 of this EIR, the project would not induce substantial population growth in the surrounding area, as the project is a redevelopment project at a site with existing infrastructure and utilities. Additionally, since the project does not propose the extension of roads or other infrastructure to unserved areas, it does not have the potential to indirectly

increase population or housing. Any impacts from the direct increase in population on-site have been analyzed in other relevant sections of the EIR, such as transportation, air quality, noise, public services, and utilities.

Furthermore, since there are currently no residential units on the project site, the project does not displace substantial numbers of existing housing or people, which could necessitate the construction of replacement housing elsewhere. Therefore, the project does not have the potential to result in environmental effects associated with population and housing.

8.3 MINERAL RESOURCES

"Mineral resources" refers to aggregate resources. Aggregate consists of sand, gravel, and crushed rock. Aggregate provides bulk and strength in construction materials such as portland cement concrete and asphaltic concrete. Blocks of granite rock are quarried for decorative rock, monuments, and surface plaster. Large irregular blocks of stone are quarried for use as riprap. Decomposed granite is taken from pits for use as a base under road pavements and cold-mixed asphaltic pavement.

In accordance with guidelines established by the State Mining and Geology Board, mineral deposits in western San Diego County have been classified into Mineral Resources Zones (MRZs) as follows:

- MRZ-1: areas where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exists for their presence;
- MRZ-2: areas where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood for their presence exists;
- MRZ-3: areas containing mineral deposits, the significance of which cannot be evaluated from available data;
- MRZ-4: areas where available information is inadequate for assignment to any other MRZ.

Per the City of San Diego General Plan Conservation Element Generalized Mineral Land Classification Map, the project site is located within MRZ-3 (City of San Diego 2008). The nearest producer of aggregate material is Vulcan Materials Company, located approximately 2.5 miles northeast of the project site.

The project site is currently developed with urban uses, and although the site may be considered large enough to support an economically feasible mining operation, it is not located in an MRZ-2 area, there are no current mining operations on the project site, and the development of the site would not preclude a mining operation adjacent to or surrounding the site. The project would not result in the loss of availability of a significant mineral resource. There would be no impact.

8.4 PALEONTOLOGICAL RESOURCES

The project site lies in the Coastal Plain region of the Peninsular Ranges Geomorphic Province, specifically within the coastal plain of San Diego County. It is locally located within Mission Valley and the floodplain of the San Diego River, and consists of a variety of rock formations. This province is underlain by a sequence of marine and nonmarine sedimentary rock units that record portions of the last 140 million years of earth history.

According to the Paleontological Resource Assessment (Appendix Q of this EIR), the project site is immediately underlain by Holocene-age alluvial and fluvial deposits, which are presumably underlain at depth by Pleistocene-age (i.e., potentially fossil-bearing) alluvial and fluvial deposits and undocumented artificial fill. It is anticipated that the underlying alluvial sediments of Holocene to Pleistocene age extend at least 50 feet below the existing ground surface. Given the location of the site near the center of Mission Valley and immediately adjacent to the active channel of the San Diego River, as well as the results of boring logs, a minimum depth of 22 feet below existing grade is a conservative estimate for the depth below ground surface of the Holocene–Pleistocene contact. This minimum depth estimate is important because it suggests that older (and possibly fossil-bearing) sediments would likely not be encountered at shallow depths within the footprint of the project site. As such, the existing project site has low sensitivity resources (low resource potential) that extend from ground surface to 22.5 feet below existing grade. Moderate and high sensitivity resources (high resource potential) may occur at depths greater than 22 feet.

The project would grade 60 percent of the existing site (39.7 acres) requiring approximately 3,170 cubic yards of excavation. Excavation would reach a maximum depth of 6 feet for the water quality basin located along the northeast corner of the site, along the San Diego River. The amount of fill would be approximately 133,550 cubic yards to a maximum depth of 10 feet. Due to the floodplain, a substantial portion of the project would be primarily fill resulting in finished ground levels higher than the existing grade. The total amount of imported/exported soil would be approximately 130,380 cubic yards. Implementation of the project would not have a potential to significantly impact paleontological resources as the project grading would not exceed 10 feet; furthermore, the alluvial and fluxial soils that underlie the site are categorized as having a low potential for resources. Therefore, no significant impact on paleontological resources would occur.

This page intentionally left blank.

CHAPTER 9.0

SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

Section 15126.2(b) of the CEQA Guidelines requires an EIR to identify significant environmental effects that cannot be avoided if a project is implemented (14 CCR 15000 et seq.). As discussed in Chapter 4.0, Environmental Analysis, implementation of the project would result in direct significant and irreversible impacts to ~~land use~~, historical resources, and transportation/circulation. Also, as discussed in Chapter 7.0, Cumulative Impacts, cumulative significant and irreversible impacts to Transportation/Circulation would also result from project implementation.

Transportation/Circulation

As identified in Section 4.2, Transportation/Circulation, Year 2035 (Horizon Year) - Without Project ADT at the Riverwalk Drive: East of Avenida Del Rio street segment is anticipated to be 17,170 operating at LOS F. Under the project, conditions would worsen. Year 2035 (Horizon Year) + Project ADT at this street segment is anticipated to increase to 17,600, which is a 0.054 increase in V/C ratio. The street segment under this scenario would continue to operate at LOS F. Per the City's Significance Thresholds and the analysis methodology presented in Section 4.2, project-related traffic is calculated to cause significant cumulative impacts within the study area at the Riverwalk Drive: East of Avenida Del Rio street segment under Year 2035 (Horizon Year) + Project conditions. There is no feasible mitigation available that would reduce the impact at Riverwalk Drive: East of Avenida Del Rio street segment to a less than significant level. Therefore, cumulative impacts along this street segment would be significant and unmitigable.

Historical Resources

As discussed in Section 4.3, Historical Resources, a significant impact to historical resources (built environment) would occur as a result of the project.

The Regency Conference Center meets CRHR and HRB criteria and is therefore considered a historical resource. As a part of the project, demolition of the Regency Conference Center is not consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) and their applicable guidelines, because the historic character of the historical resource would not be retained or preserved. This is considered a significant direct impact under CEQA. Mitigation measures would not reduce the impact to a level less than significant, since adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties is not feasible. This project-level impact would be significant and unmitigable with the implementation of the project.

This page intentionally left blank.

CHAPTER 10.0

ALTERNATIVES ANALYSIS

10.1 RATIONALE FOR ALTERNATIVE SELECTION

Section 15126.6 of the CEQA Guidelines requires that an EIR include a discussion of a “range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The discussion of alternatives provided in this section is intended to “focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives.”

Section 15126.6(f) states that the range of alternatives required for analysis is governed by the “rule of reason,” which requires the EIR to discuss only those alternatives necessary to permit a reasoned choice. Among the factors that may be taken into account when addressing the feasibility of alternatives are the following: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site.

Based on the analysis and conclusions in Chapter 4.0 of the EIR, implementation of the project would result in significant and unavoidable impacts to transportation/circulation and historical resources. In addition, the project would result in significant but mitigated impacts to the following issue areas: ~~land use, biological resources,~~ air quality and odors, and noise. The project’s impacts for all other issue areas were determined to be less than significant or no impact was identified. Cumulative impacts associated with transportation/circulation would not be fully mitigated.

The alternatives identified in this analysis are intended to further reduce or avoid significant environmental impacts associated with the project. In accordance with Section 15126.6(c) of the CEQA Guidelines, the following analysis of project alternatives is preceded by a brief description of the rationale for selecting the alternatives to be discussed. In developing the alternatives to be addressed in this chapter, consideration was given to each alternative’s ability to meet the basic objectives of the project and to eliminate or reduce potentially significant environmental impacts. In addition, this EIR also provides a discussion on alternatives that were considered but rejected from further detailed analysis.

10.2 ALTERNATIVE CONSIDERED BUT REJECTED

The following alternative was considered for the project. This alternative was rejected from further consideration due to a lack of meeting most of the project objectives and/or the infeasibility of the alternative.

10.2.1 Alternative Site Location

In accordance with State CEQA Guidelines Section 15126.6(f)(2), an alternative project site location should be considered if development of another site is feasible and if development of another site would avoid or substantially lessen significant impacts of the project. When considering an alternative site location, the project objectives may be used to determine the necessary size of the site, its location, and availability of infrastructure. CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in looking at an off-site alternative is “...whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location.”

The project site consists of hotel and convention center uses that would continue to operate as such uses. In fact, a key project objective is the renovation and infill redevelopment of the approximately 39.7-acre Town & Country Hotel and Convention Center into a mixed-use TOD. To achieve this objective, the project would consist of renovated hotel buildings, development of new residential buildings, a new hotel parking structure, a resort-style main pool area, water-wise landscaping, a population-based public park and open space area oriented to the San Diego River, and wayfinding signage.

Due to the relatively built-out nature of the surrounding neighborhood and Mission Valley community, no feasible alternative sites were identified that would allow for the renovation of a hotel and introduction of mixed-use transit-oriented uses. The last remaining undeveloped property (Quarry Falls/Civita) is currently being constructed as a large, master planned neighborhood with a mix of residential, commercial, retail, office, and park uses. There are a number of smaller sites in the Mission Valley community where redevelopment could occur in a manner similar to the project. Like the project site, some other sites in Mission Valley are within proximity to existing transit and could accommodate redevelopment. However, several of these sites are already considered for redevelopment/development by other owners/applicants, as presented in Chapter 7.0, Cumulative Impacts, of this EIR. Additionally, there are no other sites under the applicant’s control to allow for development of a mixed-use project that would meet the project objectives and provide infill development that would reasonably maximize the efficiency in use of the underutilized and developable land of the project site. It would not be economically reasonable for the project proponent to acquire an alternative project site location.

The relocation of the project to an alternative site within the Mission Valley community also would not likely reduce the significant and unmitigated traffic impacts identified in Section 4.2 of this EIR. If the project were developed on an alternative site in the community or other areas of the City or County, significant environmental impacts could occur for other issue areas. The project site has easy access to public streets and freeways and is already served by existing transit, public facilities, services, and utilities. A development constructed on another site with a similar level of intensity as the project could potentially reduce the historic resources (built environment) impact; however, it would likely have increased levels of impacts relative to traffic, air quality, and GHG emissions, as another site may not have the same or similar developed characteristics, walkability, proximity to light rail transit, and multi-modal transportation opportunities. For these reasons, no alternative site location was analyzed in detail within this EIR.

10.3 ALTERNATIVES CONSIDERED

Alternatives to the project are considered and discussed in this section. These include the “No Project” alternative that is mandated by CEQA, and other alternatives that were developed in the course of project planning and environmental review for the project. Relative to the requirement to address a “No Project” alternative, CEQA Guidelines Section 15126.6(e) states that:

When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the “no project” alternative will be the continuation of the existing plan, policy, or operation into the future.

If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the “no project” alternative is the circumstance under which the project does not proceed.

Specifically, the following project alternatives are addressed in this EIR:

- Alternative 1a – No Project – Buildout per the Existing Atlas Specific Plan
- Alternative 1b – No Project/No Build
- Alternative 2 – Reduced Project and Reduced Impact to Historical Resources
- Alternative 3 – Hotel and Conference Facility Renovations Only

The environmental analysis of the alternatives presented above is summarized in Table 10-1, which compares the project elements for each alternative along with the project, and Table 10-2, which compares the environmental impact for each issue area.

Table 10-1
Comparison of Project Alternatives – Proposed Elements

	Proposed Project	Alternative 1a – No Project – Buildout per Existing Atlas Specific Plan	Alternative 1b – No Project /No Build	Alternative 2 – Reduced Project and Reduced Impact to Historical Resources	Alternative 3 – Hotel and Conference Facility Renovations Only
DEVELOPMENT PROGRAM SUMMARY					
Hotel	700 Rooms	2,300 Rooms	954 rooms	700 rooms	700 rooms
Convention	177,137 sq. ft.	229,000 sq. ft.	212,762 sq. ft.	190,591 sq. ft.	177,137 sq. ft.
Multi-Family Residential	840 units	0	0	585 units	0
Population-based Public Park	3.84 3.31 acres	Not Proposed	Not Proposed	2.8 acres	Not Proposed
Multi-Use Bridge	Proposed	Proposed	Not Proposed	Proposed	Proposed
TRAFFIC GENERATION SUMMARY¹					
Total ADT	14,985 (0 net ADT change)	18,400 (+3,415 net ADT change)	14,985 (0 net ADT)	14,068 (-917 net ADT change)	10,701 (-4,284 net ADT change)
PARKING SUMMARY¹					
Hotel/Convention	921 spaces	N/A	1,336 spaces ²	921 spaces	1,336 spaces ²
Multi-Family Residential	1,287 spaces	0	0	819 (estimated) spaces ³	0

¹ Based on Transportation Impact Analysis (Appendix C) and EIR Alternatives Traffic Analysis dated May 16, 2016.

² The existing site includes 1,336 spaces. This assumes that parking would remain the same under these alternatives as with existing conditions.

³ Calculation based on blended rate of 1.4 parking spaces/room.

Table 10-2
Comparison of Project Alternatives – Impacts to Issue Areas

Impact Category	Proposed Project	Alternative 1a – No Project – Buildout per Existing Atlas Specific Plan	Alternative 1b – No Project/No Build	Alternative 2 – Reduced Project/Reduced Impact to Historical Resources	Alternative 3 – Hotel and Conference Facility Renovations Only
Land Use	Less than Significant	Similar	Similar	Similar	Similar
Transportation/ Circulation	<i>Significant and unmitigated even with implementation of Mitigation Measures TRANS-1 and TRANS-2 at street segment Riverwalk Drive: East of Avenida Del Rio</i>	Greater	Less	Less	Less
Historical Resources	Archaeological Resources: Less than significant with the implementation of Mitigation Measure AR-1 Built Environment: Significant and unmitigated even with Mitigation Measures HR-1 through HR-3	Archaeological Resources: Similar Built Environment: Similar	Archaeological Resources: Less Built Environment: Less	Archaeological Resources: Similar Built Environment: Less.	Archaeological Resources: Similar Built Environment: Less
Biological Resources	Less than Significant with the implementation of Mitigation Measures BIO-21 through BIO-11	Greater	Greater	Similar	Similar
Air Quality and Odors	Less than significant with the implementation of project design features and Mitigation Measures AQ-1, AQ-2, and AQ-3.	Greater	Less	Less	Less
Hydrology and Water Quality	Less than significant with the implementation of project design features.	Greater	Greater	Similar	Similar
Noise	Less than significant with implementation of	Greater	Less	Similar	Less

Impact Category	Proposed Project	Alternative 1a – No Project – Buildout per Existing Atlas Specific Plan	Alternative 1b – No Project/No Build	Alternative 2 – Reduced Project/Reduced Impact to Historical Resources	Alternative 3 – Hotel and Conference Facility Renovations Only
	Mitigation Measure NOI-1				
Greenhouse Gas Emissions	Less than significant.	Greater	Similar	Similar	Similar
Energy	Less than significant	Similar	Less	Less	Less
Geology and Soils	Less than significant with project design features and compliance with CBC	Similar	Similar	Similar	Similar
Visual Effects and Neighborhood Character	Less than significant	Greater	Similar	Similar	Less
Public Services and Facilities	Less than significant	Similar	Less	Less	Less
Public Utilities	Less than significant	Greater	Less	Similar	Less
Health and Safety	Less than significant.	Similar	Less	Similar	Similar
Environmentally Superior?	No	No	Yes	Yes	Yes
Meets Most Project Objectives?	Yes	No	No	Yes	No

10.3.1 Alternative 1a – No Project – Buildout per the Existing Atlas Specific Plan

CEQA Guidelines Section 15126.6(e) requires that an EIR evaluate a “no project” alternative along with its impacts. The purpose of describing and analyzing a no project alternative is to allow a lead agency to compare the impacts of approving the project to the impacts of not approving it. Specifically, Section 15126.6(e)(3)(B) requires that an EIR for a development project on an identifiable property address the no project alternative as “circumstances under which the project does not proceed.” In other words, the no project alternative assumes that the project site would not be developed with the project. Further, the “no project” analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

Under Alternative 1a – No Project – Buildout per Existing Atlas Specific Plan (Alternative 1a), the project would not be implemented on the site. The Town & Country Hotel and Convention Center facilities would not undergo consolidation or renovation and would be built out per the specifications of the ASP (see Figure 10-1). The hotel would consist of 2,300 rooms instead of the 700 rooms proposed by the project. The convention center would expand to 229,000 sq. ~~ft.~~^{feet} instead of 177,137 sq. ~~ft.~~^{feet} proposed by the project. The existing pedestrian bridge over the San Diego River would be replaced with a multi-use bridge and expanded to provide pedestrian/bicycle access to Fashion Valley Mall and to the Fashion Valley Transit Center. This alternative would not provide a mix of uses in that no residential units would be constructed to create an opportunity for TOD in proximity to the Fashion Valley Transit.

This alternative would fulfill the minimum requirements of SDP No. 400602, which includes a total of 2.76 acres which includes 2.53 acres of riparian restoration/enhancement and a 0.23-acre coastal sage scrub buffer strip. However, the ASP flood control measures require channelization of the River; therefore the habitat improvements of SDP No. 400602 would be temporary and then become channelized if the ASP regulations were implemented. The additional ~~4.74~~^{5.35} acres of coastal sage scrub and oak woodland that would be restored/enhanced under the project would not occur.

Environmental Analysis

Land Use. Similar to the project, this alternative would not conflict with policies of the City of San Diego General Plan, MVCP, or the MSCP. This alternative would not include a population based park but would reconstruct the pedestrian bridge over the River. Similar to the project, impacts to MHPA ~~Due to the improvements to the pedestrian bridge under this Alternative~~



would be less than significant due project design and compliance with the MSCP Subarea Plan directives including the Land Use Adjacency Guidelines, ~~impacts to MHPA would occur but implementation of the Land Use Adjacency Guidelines. Similar to the project, edge effects on the MHPA associated with drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land would also be considered significant given that these impacts could be exacerbated with implementation of this alternative. This alternative would require similar mitigation measures to LU-1, and BIO-1 2 through BIO-13 to reduce impacts to below a level of significance.~~

Deviations would be required under this Alternative for development within the floodway ~~and impacts to wetlands for construction of the bridge~~ and implementation of the project. This Alternative would require fewer deviations than the project as residential development would not be constructed. Overall impacts on land use compared to the project would be similar under this Alternative.

As with the project, Alternative 1a would be located in an area of high existing ambient noise levels due primarily to traffic noise from adjacent I-8 and nearby SR-163. However, no residential development would occur. In addition, this alternative would not construct a population-based public park. As such, Alternative 1a would not establish noise-sensitive receptors on-site resulting from the construction of multi-family residences and public park.

As with the project, construction activities for Alternative 1a would generate noise in proximity to sensitive birds and habitat along the floodplain of the San Diego River in compliance with MHPA, resulting in a substantial noise increase. Construction mitigation measures recommended under the project may be implemented to reduce and minimize the construction noise of this alternative. This impact would be considered less under Alternative 1a.

Transportation/Circulation. The information presented in this section is based on information detailed in the Transportation Alternatives Analysis Memo prepared for the project by LLG, dated August 5, 2016. A copy of the Transportation Impact Analysis is included as Appendix P to this EIR. Alternative 1a would undergo buildout of the hotel and convention facilities. The hotel would consist of 2,300 rooms instead of the 700 rooms proposed by the project. The convention center would expand to 229,000 sq. ~~ft.~~ feet instead of 177,137 sq. ~~ft.~~ feet proposed by the project. No residential development would occur.

With the buildout of the site to 2,300 hotel rooms and 229,000 sq. ~~ft.~~ feet of convention space, as shown in Table 2-1, this alternative would generate 10,607 ADT with 245 inbound / 273 outbound trips during the AM peak hour and 543 inbound / 204 outbound trips during the PM peak hour. Street segment analyses were conducted to determine if any changes in impacts were

identified. As compared to the project, the following cumulative impact is avoided under this alternative:

- Riverwalk Drive – East of Avenida Del Rio

As compared to the project, the following direct and cumulative impacts are maintained under this alternative:

- Camino De La Reina – Hotel Circle N. to Project Drive D (*cumulative*)
- Hotel Circle N. – Fashion Valley Road to Private Drive A (*direct and cumulative*)

However, given that this alternative generates more traffic than the project, the following new impacts are introduced under this alternative:

- Riverwalk Drive – Fashion Valley Road to Avenida Del Rio (*direct and cumulative*)
- Camino De La Reina – Private Drive A to Avenida Del Rio (*cumulative*)
- Camino De La Reina – Avenida Del Rio to Camino De La Siesta (*direct and cumulative*)
- Hotel Circle N. – West of I-8 WB Ramps (*cumulative*)
- Hotel Circle N. – I-8 WB Ramps to Fashion Valley Road (*direct and cumulative*)
- Hotel Circle N. – Private Drive A to Camino De La Reina (*direct and cumulative*)
- Hotel Circle S. – West of I-8 EB Ramps (*cumulative*)
- Hotel Circle S. – I-8 EB Ramps to Bachman Place (*direct and cumulative*)
- Hotel Circle S. – Bachman Place to Camino De La Reina (*direct and cumulative*)
- Fashion Valley Road – Riverwalk Drive to Private Drive E (*cumulative*)
- Fashion Valley Road – Private Drive E to Private Drive B (*cumulative*)
- Fashion Valley Road – Private Drive B to Hotel Circle N. (*cumulative*)

Alternative 1a would result in greater impacts associated with transportation/circulation.

Historical Resources – Archaeological Resources. The project site is in an area of high archaeological sensitivity. While previous construction of the site likely destroyed most archaeological remains in the project site, the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area. Similar to the project, development of the project site associated with Alternative 1a has the potential to impact archaeological resources during construction. As with the project, Alternative would implement Mitigation Measure AR-1. Implementation of Mitigation Measure AR-1 would reduce any impacts to archaeological resources to a level less than significant. This impact would be considered similar under Alternative 1a.

Historical Resources – Built Environment Resources. Alternative 1a would demolish the Regency Conference Center, which has been identified as a significant historical resource and eligible for CRHR designation. Similar to the project, Alternative 1a would result in significant and unavoidable impacts to historic resources. As with the project, Alternative 1a would implement measures similar to Mitigation Measures HR-1 through HR-3. This impact would be considered similar under Alternative 1a.

Biological Resources. Alternative 1a would result in greater impacts associated with biological resources compared to the project. Similar to the project, Alternative 1a would be required to ~~implement project design features and comply with MSCP Subarea Plan directives including the Land Use Adjacency Guidelines to avoid impacts to MHPA and would reduce impacts to biological resources to below a level of significance. measures such as Mitigation Measures BIO-1 through BIO-13 to reduce construction-related impacts.~~ This alternative would also implement SDP No. 400602, which requires a total of 27.76 acres of mitigation which includes 2.53 acres of restoration and enhancement to riparian habitat and the addition of a 0.23-acre coastal sage scrub buffer strip. However, this improvement may be temporary since the ASP assumes channelization of the San Diego River.

However, Alternative 1a would not include the additional restoration and enhancement of approximately ~~4.74~~5.35 acres of riparian open space habitat. This alternative would not enlarge the habitat area or include any improvements to the riparian corridor. In addition, this alternative would not construct a population-based public park, as no residential development would occur. Unlike the project, Alternative 1a would not result in long-term benefits to biological resources given that the ASP requires channelization of the River. Therefore impacts to biological resources would be greater under this alternative.

Air Quality and Odors. Alternative 1a would undergo buildout of the hotel and convention facilities. The hotel would consist of 2,300 rooms instead of the 700 rooms proposed by the project. The convention center would expand to 229,000 sq. ~~ft.~~feet instead of 177,137 sq. ~~ft.~~feet proposed by the project. As with the project, Alternative 1a would include construction and potential relocation of the multi-use bridge to replace the existing pedestrian bridge over the San Diego River. This alternative would not result in construction of residential units. Alternative 1a would result in similar construction impacts to air quality when compared to the project, because this alternative would result in similar demolition and construction activities. As with the project, construction associated with Alternative 1a would not create objectionable odors. Similar to the project, mitigation measures to reduce construction-related emissions would be implemented.

Alternative 1a would generate more traffic compared to the project. Area-source emissions would be associated with activities such as maintenance of landscaping and grounds. Natural gas

combustion for space and water heating is also a direct area source of emissions. Mobile-source emissions would include vehicle trips by workers and visitors to the hotel. Although such impacts would not be significant under the project, Alternative 1a may result in greater environmental effects associated with air quality because more vehicular emissions would be generated under this alternative.

Hydrology and Water Quality. As compared to the project, Alternative 1a would not restore ~~4.74~~^{5.35} acres of new habitat areas, or create ~~3.84~~^{3.31} acres of passive park land. In addition, the volume of discharge into the San Diego River would not be reduced and the water quality would not be improved due to the channelization of the River as required by the ASP. The River would not have the expanded riparian vegetation. Alternative 1a would have greater impacts to hydrology and water quality.

Noise. As with the project, construction noise impacts would be less than significant and would include standard construction noise reduction measures to reduce and minimize noise levels during construction. Alternative 1a would result in greater impacts related to vehicular noise when compared to the project because this alternative would generate more traffic at buildout. However, no sensitive receptors would be subjected to the operational noise of the hotel and convention center on-site because no residential units would occur under this alternative. Noise impacts related to construction would be considered similar; however traffic noise would be greater due to increased traffic trips under Alternative 1a.

Greenhouse Gas Emissions. Alternative 1a may generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. Alternative 1a would be required to comply with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Like the project, this alternative would be required to comply with the CAP Checklist; however, this impact would be considered to be incrementally greater under Alternative 1a since substantially more traffic would be generated.

Energy. Alternative 1a would require energy consumption during construction, demolition and operation. Similar to the project, Alternative 1a would be required to comply with Title 24 standards, and any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. This impact would be considered similar under Alternative 1a.

Geology and Soils. There is potential for the project to expose people and structures to geologic hazards such as liquefaction and to be located on a geologic unit or soil that is unstable or would become unstable as a result of the project. Similar to the project, development of the project site associated with Alternative 1a would expose people or structures to geologic hazards, such as liquefaction or unstable geologic unit or soil. Similar to the project, project design features and

adherence with appropriate engineering design and construction measures to meet CBC standards, as identified in Section 4.10, would reduce geologic impacts with implementation of Alternative 1a to a less than significant level. This impact would be considered similar under Alternative 1a.

Visual Effects and Neighborhood Character. Alternative 1a would not construct residential or parking structures ranging in height from ~~35 feet four~~ to ~~seven stories~~ 85 feet. As with the project, the Royal Palm Tower and the Golden Pacific Ballroom buildings under Alternative 1a would be within the designated floodway, and would not comply with height and setback standards as defined in the MVPDO. Alternative 1a would expand hotel and convention facilities; however, the existing visual quality of the site is low. Any renovation would adhere to the Urban Design Element of the ASP, which allows heights ranging from 40 feet to 178 feet along Hotel Circle North and Camino De La Reina. Unlike the project, Alternative 1a would not improve the overall visual quality of the site with comprehensive and cohesive site design, architecture and landscaping standards as required by the Town & Country Master Plan. This alternative would also not improve views into the site from Fashion Valley Road and from the River and light rail corridor. Therefore, the impacts associated with this alternative would be considered greater than what would occur under the project.

Public Services and Facilities. The project does not result in impacts to public services and facilities. Under Alternative 1a, the population-based public park would not be constructed and would not help to reduce the existing park deficit in the Mission Valley community. However, Alternative 1a may result in less demand on public service facilities at buildout because no additional resident population would be added that would place a demand on public facilities. When balancing these two issues, this impact would be considered similar under Alternative 1a.

Public Utilities. Alternative 1a would not construct residential units, but would result in the buildout of the hotel and convention center. Similar to the project, Alternative 1a would require new or expansion of existing utilities, including increased water supply. The buildout of the hotel and convention center may also place more demand on gas and electricity. Therefore, Alternative 1a would result in greater impacts to public utilities when compared to the project.

Health and Safety. As with the project, Alternative 1a would not result in exposure to wildland fire, hazardous emissions, or unsafe air traffic conditions. Similar to the project, Alternative 1a would not interfere with emergency responders. A Soil Vapor Survey and Limited Health Risk Assessment report was prepared for the project (Appendix O of this EIR). Although no health risk was reported, additional monitoring was recommended during excavation over certain portions of the site. These same portions of the site would be excavated with Alternative 1a. As with the project, Alternative 1a would be conditioned to have a qualified monitor present during excavation in the locations identified in the Soil Vapor Survey and Limited Health Risk

Assessment report. Similar to the project, impacts to health and safety under Alternative 1a would be less than significant.

Evaluation of Alternative

This alternative would not provide the ~~4.74~~^{5.35} acres to enlarge the habitat area or include any improvements to the riparian corridor. In addition, this alternative would not construct a passive use population-based public park, as no residential development would occur. Similar to the project, Alternative 1a would ~~be required to comply with the MSCP Subarea Plan directives including the Land Use Adjacency Guidelines, General Planning Policies and Design Guidelines, and General Management Directives implement measures similar to Mitigation Measures LU-1 and BIO-1 2 through BIO-13~~ to avoid ~~mitigate~~ impacts to biological resources. However, unlike the project, Alternative 1a would not result in long-term benefits to biological resources given that conditions of existing habitat would not be improved under Alternative 1a, and the ASP requires channelization of the River so the habitat and restoration improvements required from SDP No. 400602 would be then become channelized. Therefore impact to biological resources under this Alternative would be greater.

When compared to the project, Alternative 1a would result in significant and unmitigated impacts to historical resources (built environment) due to demolition of the Regency Conference Center. Measures similar to Mitigation Measures HR-1 through HR-3 would be implemented as with the project and would have a similar impact to the built environment historic resources as the project.

When compared to the project, Alternative 1a would result in greater impacts to visual impacts, transportation/circulation, traffic, greenhouse gas emissions, noise, and air quality impacts due to more traffic generated at buildout and vehicle emissions. Alternative 1a would also result in greater environmental effects associated with hydrology and water quality. This alternative would not reduce the volume of discharge into the San Diego River and the water quality would not be improved due to the channelization of the River as required by the ASP. In addition, the riparian vegetation would not be expanded. In addition, when compared to the project, Alternative 1a would result in greater public utility impacts as this alternative would also need new or expanded existing utilities including increased water supply and buildout of the hotel and convention center may also place more demand on gas and electricity.

When compared to the project, Alternative 1a would result in similar land use, and public service and facilities impacts at buildout, but would not provide the needed park facilities. ~~In addition, when compared to the project, Alternative 1a would result in similar public utility impacts as this alternative would also need new or expanded existing utilities including increased water supply.~~

Compared to the project, Alternative 1a would result in similar impacts for all other issue areas (i.e.; energy, geology and soils, ~~greenhouse gas emissions~~, health and safety).

One of the primary objectives of the project is to develop a mixed-use TOD. When compared to the project, Alternative 1a would not meet the following objectives at the same level as the project due to no residential units proposed under this alternative:

- Reorient the hotel and convention center to the San Diego River and expand and enhance the River corridor with new active and passive open space.
- Through a more compact hotel footprint, provide housing on-site to support opportunities for transit-oriented residential development in proximity to the Fashion Valley Transit Center.

10.3.2 Alternative 1b – No Project /No Build

Under the Alternative 1b – No Project/No Build (Alternative 1b), the project would not be implemented on the site. The Town & Country Hotel and Convention Center facilities would not undergo consolidation or renovation and would be left as they are today (see Figure 10-2). The site would still consist of over 30 buildings and structures totaling 909,257 gross sq. ft. and consist of a hotel, restaurants, pools, a spa/salon, a convention center, and associated parking lots and parking structures. Hotel capacity would not be reduced and would continue to consist of two mid-rise hotel structures located in the central-north and northeast portions and 18 low-rise hotel structures distributed across the southeast quadrant and center of the project site, totaling 954 hotel rooms. The convention center would retain its current condition consisting of a 212,762-sq.-ft. convention center with a 258-space subterranean parking structure. Further, the multi-use bridge replacing the existing pedestrian bridge would not be constructed. No residential units would be constructed to create an opportunity for TOD in proximity to the Fashion Valley Transit Center. As compared to the project, this alternative would not restore and enhance an additional ~~4.74~~^{5.35} acres of new habitat area or create a population-based public park. This alternative would provide the 2.76 mitigation acres required by MND No. 118318 and SDP No. 400602, which includes 2.53 acres of restoration and enhancement to riparian habitat and the addition of a 0.23-acre coastal sage scrub strip.

Environmental Analysis

Land Use. Under Alternative 1b, the existing uses on-site would remain. Significant environmental effects associated with land use would not occur under the No Project/No Build Alternative. Existing uses are compatible with the surrounding noise environment, and existing uses would not generate noise levels that exceed City standards. Similar to the project, the No Project/No Build Alternative would not create policy conflicts with the City of San Diego

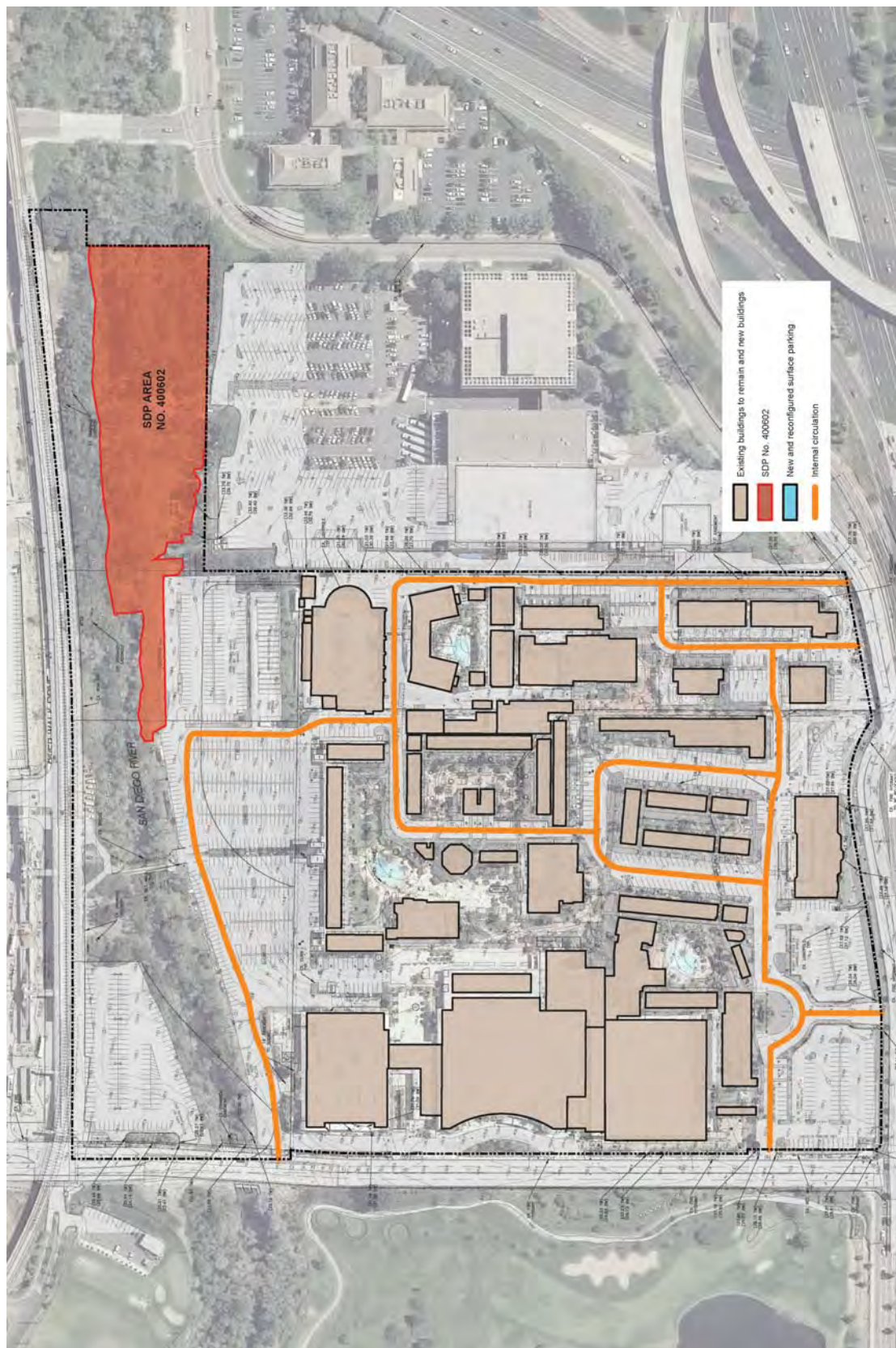


Figure 10-2
Alternative 1B
No Project/No Build

General Plan, MVCP, or the MSCP. This alternative would not develop the public population based park or reconstruct the pedestrian bridge. ~~Due to the improvements to the pedestrian bridge, impacts to MHPA would occur but would be reduced with implementation of the Land Use Adjacency Guidelines.~~ Similar to the project, due to the implementation of the SDP No. 400602, impacts to MHPA would be less than significant under this Alternative ~~occur but would be reduced due to project design and with implementation of compliance with the MSCP Subarea Plan directives including the Land Use Adjacency Guidelines, and LU-1 and BIO-1-2 through BIO-13.~~

No deviations under this Alternative would be required when compared to the project because residential units would not be built. Overall impacts associated with land use would be similar under this alternative compared to the project. However, no residential units would be constructed to create an opportunity for TOD in proximity to the Fashion Valley Transit Center.

Transportation/Circulation. The information presented in this section is based on information detailed in the Transportation Alternatives Analysis Memo prepared for the project by LLG, dated August 5, 2016. A copy of the Transportation Impact Analysis is included as Appendix P to this EIR. Under this alternative, the site would remain in its current condition and no additional development or redevelopment (i.e. No Project) would occur. The existing site includes 954 rooms, 212,762 sq. ft. of convention space, 14,298 sq. ft. of spa and 25,652 sq. ft. of restaurants. Since no development or redevelopment is proposed under this alternative, no additional traffic over existing conditions would be generated. Therefore, no traffic impacts are anticipated. This alternative would result in less impacts to this issue.

Historical Resources. Because no development, demolition, construction, or grading would occur under Alternative 1b, this alternative does not have the potential to encounter historical (built environment and archaeological) resources. Therefore, Alternative 1b would not result in impacts associated with historical resources. This alternative would result in less impacts to this issue.

Biological Resources. No development, demolition, construction, or grading would occur under Alternative 1b. ~~However, this alternative would require channelization of the river which would result in greater biological impacts.~~ This alternative would fulfill the minimum requirements of SDP No. 400602, which includes a total of 2.76 mitigation acres (2.53 acres of riparian restoration/enhancement and a 0.23-acre coastal sage scrub buffer strip). The mitigation improvement required under this alternative would be required to comply with MSCP Subarea Plan directives including the Land Use Adjacency Guidelines to avoid impacts to MHPA and would reduce impacts to biological resources to below a level of significance. The proposed ~~4.74~~5.35 acres of coastal sage scrub and oak woodland that would be restored and enhanced

under the project would not occur. Therefore, biological impacts would be greater under this alternative.

Air Quality and Odors. Alternative 1b would not result in any changes to the existing site conditions. No development, demolition, construction, or grading would occur. Therefore, Alternative 1b would not have the potential to cause any increase in air emissions that would result during construction of the project. Alternative 1b would operate similar to existing conditions. Area-source emissions would be associated with activities such as maintenance of landscaping and grounds. Natural gas combustion for space and water heating is also a direct area source of emissions. Mobile-source emissions would include vehicle trips by workers and visitors to the hotel. Although such impacts would not be significant under the project, Alternative 1b would result in less environmental effects associated with air quality because no new construction or demolition would occur.

Hydrology and Water Quality. Alternative 1b would not result in any changes to the existing site conditions. Impacts to hydrology would not change from the current state. As compared to the project, this alternative would result in greater impervious surfaces because this Alternative would not restore and create new habitat areas, or provide a ~~3.84~~^{3.31} acre passive park. In contrast to the project, Alternative 1b would not elevate the full site out of the floodplain. The flood potential would be worse as compared to the project because all of the project would remain in the 100-year floodplain. Therefore, greater impacts associated with flooding could potentially occur under this alternative, when compared to the project. In addition, the water quality would not be improved because it would not have the expanded riparian vegetation and water quality features proposed by the project. This impact would be greater under this alternative.

Noise. Unlike the project, Alternative 1b would not have demolition, construction, or grading; and no new operational noise sources would be created on-site. Noise impacts associated with this alternative would be considered less than what would occur under the project.

Greenhouse Gas Emissions. Alternative 1b would not generate GHG emissions as a result of construction, because no new construction would occur. Alternative 1b would continue to contribute to global climate change through the generation of GHG emissions associated with the continued existing operations and vehicle trips at the site. Because the project ~~has no GHG impacts and~~ would generate similar long-term vehicle emissions as the existing uses, impacts associated with GHG would be similar under this alternative as those associated with the project.

Energy. Alternative 1b would consume the same amount of energy as the existing condition, and would require minimal energy consumption during implementation of SDP No. 400602. Although the project does not result in an energy impact, Alternative 1b would likely consume less energy for construction/demolition than the project.

Geology and Soils. Alternative 1b would not result in any changes to the existing site conditions. Impacts associated with geologic conditions would not change from what occurs today. Currently, the project site is developed with existing structures (909,257 gross sq. ft.), consisting of a hotel, restaurants, pools, a spa/salon, a convention center, and associated parking lots and parking structures. The convention center in its current condition consists of a 200,000-sq.-ft. convention center with a 258-space subterranean parking structure. Impacts associated with geologic conditions would not change from what occurs today. The presence of undocumented fill soils that are potentially compressible under additional loads and deep, relatively loose alluvial soils that exist on the project site are subject to liquefaction during a major seismic event. However, Alternative 1b would not be required to implement design features that would avoid the potential for soil liquefaction. The geologic conditions of the project site have the potential to expose people or property to geologic hazards, including strong seismic shaking, liquefaction, lateral spread, flow slide, seismically induced settlement, and shallow groundwater. No project design features would be required to avoid the existing potential for geologic hazards impacts. When balancing these issues, impacts associated with geology and soils, would be similar under this alternative as those associated with the project.

Visual Effects and Neighborhood Character. Under Alternative 1b, the existing development on the project site would remain as it does today. This alternative would not result in visual effects/neighborhood character impacts; although the existing visual quality of the site is low. The project would result in an improvement in visual quality and neighborhood compatibility with other development occurring within the Mission Valley community. Although this alternative would result in less mass and bulk along I-8, this alternative would also not improve public views into the site from Fashion Valley Road and from the River and light rail corridor. Therefore, the impacts associated with this alternative would be considered similar to what would occur under the project.

Public Services and Facilities. No development would occur under Alternative 1b that would increase population resulting in a need to expand public service and facilities. However, under Alternative 1b, the population-based public park would not be constructed and would not help to reduce the existing park deficit in the Mission Valley community. Compared to the project, impacts on public services and facilities would be less under this alternative.

Public Utilities. No development would occur under Alternative 1b that would increase the need to expand public utilities. Therefore, the impacts associated with this alternative would be less than what would occur under the project.

Health and Safety. There would be no changes to existing conditions with respect to health and safety under Alternative 1b including no exposure to wildland fire, hazardous emissions, or unsafe air traffic conditions. Further, Alternative 1b would not result in interference with emergency responders. Excavation would not be required under Alternative 1b; therefore, on-site monitoring would not be required. This alternative would result in less impacts to this issue.

Evaluation of Alternative

When compared to the project, Alternative 1b would avoid the significant and unavoidable transportation/circulation and historic resources impacts. Alternative 1b would result in greater environmental effects associated with hydrology and water quality, and biological resources. Alternative 1b would have less impacts to [transportation/circulation](#), historical resources, air quality and odors, noise, energy, public services and facilities, public utilities, and health and safety. Impacts to ~~Transportation/Circulation and~~ land use, [geology and soils](#), [greenhouse gas emissions](#), and [visual effects and neighborhood character](#) would be similar under this alternative. Further, the Alternative 1b would not meet any of the objectives of the project as identified in Chapter 3.0 of this EIR.

10.3.3 Alternative 2 – Reduced Project and Reduced Impact to Historical Resources

Similar to the project, Alternative 2 – Reduced Project and Reduced Impact to Historical Resources (Alternative 2) would reduce impacts to historic resources (built environment) by not demolishing the Regency Conference Center (see Figure 10-3). This alternative would also create three land use districts: Park District, Residential District, and Hotel District.

- *Park District.* The Park District, which is located in the northern portion of the project site along the San Diego River, would include restoring existing habitat areas, new habitat areas, a public park, and, adjacent to the southerly edge of the habitat areas, a small area for storm water management. Unlike the project, Alternative 2 would only be required to provide 2.8 acres of population-based public parks rather than the ~~3.84~~[3.31](#) acres proposed with the project due to the reduced number of residential units (585 units). Overall, Alternative 2 would result in a 1.53-acre reduction in park space as compared to the project. This alternative would provide the 2.76 acres required by MND No. 118318 and SDP No. 400602 which includes 2.53 acres of restoration and enhancement to riparian habitat and the addition of a 0.23-acre coastal sage scrub [buffer](#) strip.

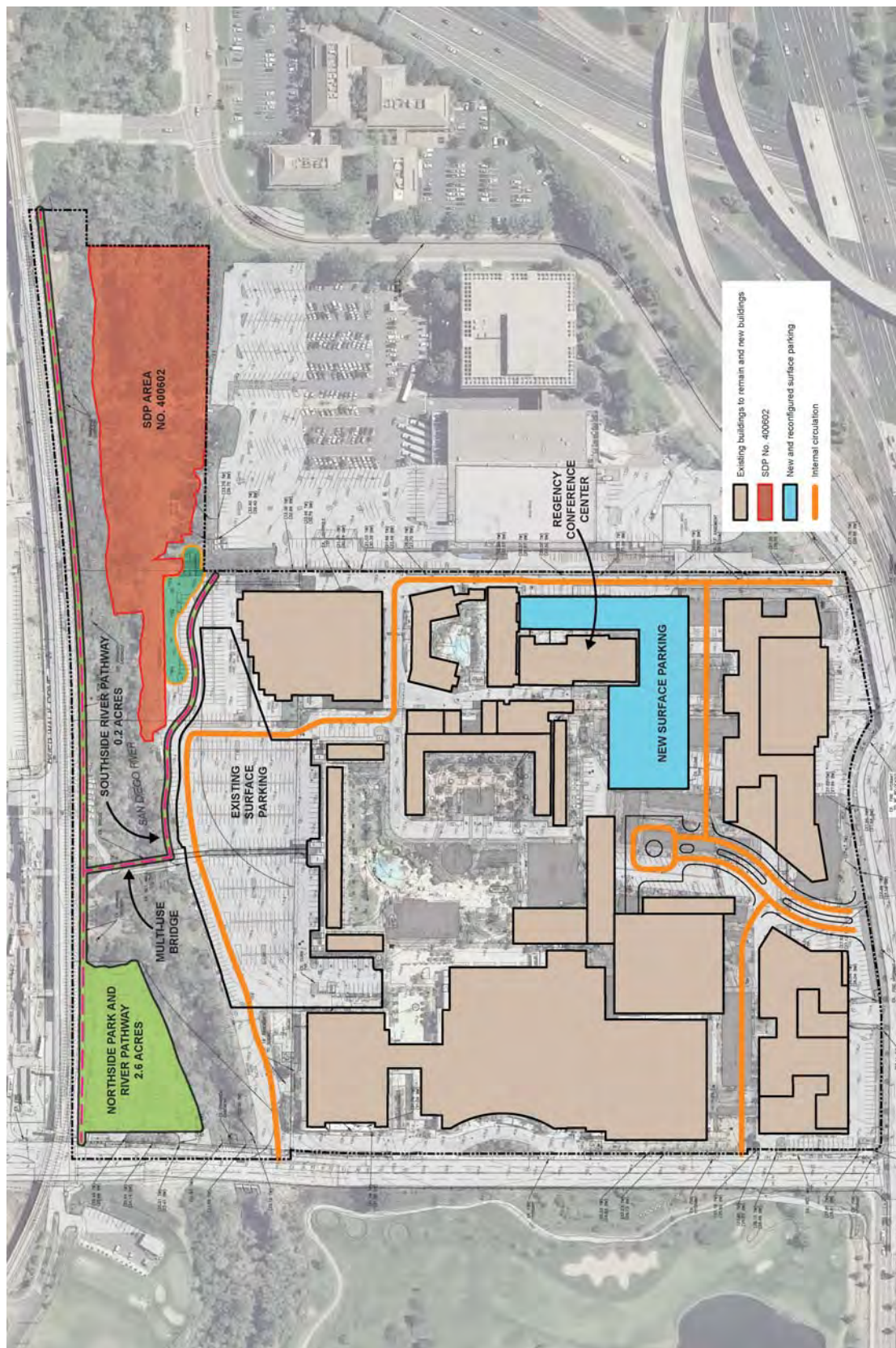


Figure 10-3
Alternative 2
Reduced Project and Reduced Impact to Historical Resources

The Park District would include a 10-foot San Diego River Pathway to be located on the south side of the River. The existing pedestrian bridge over the San Diego River would be replaced by a multi-use bridge in the existing location and at the same elevation. The new multi-use bridge (suitable for use by both pedestrians and bicycles) would be 10 feet wide. It would allow users of the San Diego River Pathway to cross from one side of the River to another.

- *Hotel District.* In general, implementation of the Hotel District involves demolition of 254 hotel rooms. Unlike the project, this alternative would retain the 13,454-sq. ft. Regency Conference Center. Total square footage for the Conference Center under Alternative 2 would be 190,591 sq. ft. The proposed four-story 145,600-sq.-ft. hotel parking structure under the project would not be constructed for Alternative 2, however surface parking would be provided at various points on the site.
- *Residential District.* This alternative constructs 585 multi-family units, which include 160 units in Residential Parcel 1, 275 units in Parcel 2, and 150 units in Parcel 4. In terms of residential development, as compared to the project, Parcel 3, comprising 255 units, would not be included under this alternative. Similar to the project, vehicular and pedestrian movement would be accommodated through the creation of five private drives that would provide access to the hotel, convention center, and residential parcels. For Residential Parcel 1, vehicular access to the proposed ~~two-story~~ parking structure would be provided from Private Drive B. No vehicular access would be permitted directly from Fashion Valley Road, Hotel Circle North, or Private Drive A. For Residential Parcel 2, vehicular access to the proposed ~~two-story~~ parking structure would be provided from Private Drive C and Private Drive D. No vehicular access would be permitted directly from Hotel Circle North, Private Drive A, or Camino De La Reina. For Residential Parcel 4, vehicular access to the ~~two-story~~ parking structure would be provided from Private Drive D or Private Drive E. No vehicular access would be permitted from the north side of the parcel. Private Drive D extends north and west to complete an emergency access loop around the east and north sides of the parcel. Private Drive E is realigned to the north along the River and the planned parking (actually existing parking) extends north into the former park space.

Environmental Analysis

Land Use. Similar to the project, Alternative 2 would not create policy conflicts with the City of San Diego General Plan, MVCP, or the MSCP. Like the project, this alternative would construct a population based park (2.8 acres) and reconstruct the pedestrian bridge over the River. Similar to the project, impacts to MHPA under this Alternative would be less than significant due to compliance with the MSCP Subarea Plan including the Land Use Adjacency Guidelines. ~~edge~~

~~effects on the MHPA associated with drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land would also be considered significant given that these impacts could be exacerbated with implementation of this alternative. Like the project, this alternative would require similar mitigation measures to LU 1 and BIO 1 2 through BIO 13 to reduce impacts to below a level of significance.~~

Deviations similar to the project would be required under this Alternative. Similar to the project, the population-based public park and development would be required to comply with the Land Use Adjacency Guidelines and MSCP requirements.

As with the project, Alternative 2 would be located in an area of high existing ambient noise levels due primarily to traffic noise from adjacent I-8 and nearby SR-163. Alternative 2 would not substantially increase traffic volumes and noise on adjacent roadways. The project would establish noise-sensitive receptors on-site (multi-family residences and public park), which would be subject to existing traffic and trolley noise. However, Residential Parcel 3, which would develop 1.99 acres north of Parcel 2 and west of Private Drive D under the project, would not be constructed. Therefore, occupied dwelling units on the north side of Residential Parcel 2 would not be affected by construction noise that would be associated with Residential Parcel 3. As with the project, the park area would be compatible with the City's Noise Compatibility Guidelines of the General Plan and impacts to land use under Alternative 2 would be similar to the project.

Transportation/Circulation. The information presented in this section is based on information detailed in the Transportation Alternatives Analysis Memo prepared for the project by LLG, dated August 5, 2016. A copy of the Transportation Impact Analysis is included as Appendix P to this EIR. This alternative assumes reduced project land uses and thereby reduced project trip generation. This alternative includes 585 housing units, which includes 160 units in Parcel 1, 275 units in Parcel 2, and 150 units in Parcel 4. Residential Parcel 3, comprising 255 units with the project, is not included under this alternative. In addition to the residential development, the alternative also proposes demolition of 254 hotel rooms (954 rooms to 700 rooms) and 22,171 sq. ~~ft.~~feet of convention space (212,762 sq. ~~ft.~~feet to 190,591 sq. ~~ft.~~feet). As compared to the project, this Alternative 2 would, however, retain the 13,454 sq. ~~ft.~~feet Regency Conference Center.

The project trip generation for this alternative is calculated as -917 ADT and -88 AM/-106 PM peak hour trips. The negative ADT is calculated because the reduction in traffic from the demolition of the existing uses is greater than the new traffic added due to new multi-family residential use. As such, Alternative 2 is projected to generate 14,068 ADT.

Street segment analysis was conducted to determine if any changes in impacts were identified. The following direct and cumulative impacts are avoided under this alternative:

- Hotel Circle N. – Fashion Valley Road to Private Drive A (direct and cumulative)

As compared to the project, the following impacts are maintained under this alternative:

- Riverwalk Drive – east of Avenida Del Rio (cumulative)
- Camino De La Reina – Hotel Circle N. to Project Drive D (cumulative)

Alternative 2 does add 300 ADT to the segment of Riverwalk Drive – east of Avenida Del Rio and 190 ADT to Camino De La Reina between Hotel Circle N. and Project Drive D. In the case of Riverwalk Drive, the residential uses add 300 ADT with no traffic contribution from the hotel use. When compared to the project, Alternative 2 would have the same significant and unmitigated cumulative impacts to one street segment listed above under Year 2035 (Horizon Year) + Project conditions at Riverwalk Drive: East of Avenida Del Rio. The proposed mitigation includes widening this segment as a 4-lane Collector. However, only a 2-lane roadway is physically feasible. As with the project, there is no feasible mitigation available that would reduce the impact to a less than significant level.

For Camino De La Reina, with the proposed reduction in rooms/convention space, the hotel use reduces traffic by 600 ADT while the residential use adds 790 ADT netting 190 ADT. As with the project, Alternative 2 would implement Mitigation Measure TRANS-2 to reduce the project level impact to this street segment to below a level of significance.

Overall, Alternative 2 is calculated with overall negative ADT. It is important to note that while the overall Reduced Project Alternative is calculated with -917 ADT, individual street segments include a combination of reduced traffic from the demolition of hotel/conference use and additional traffic from the residential use. Further, unlike the project, this alternative would avoid direct and cumulative impacts to Hotel Circle N. – Fashion Valley Road to Private Drive A. Impacts to the transportation/circulation would be less under this alternative. However, impacts to this street segment would remain significant and unmitigated in the Horizon Year with Project.

Historical Resources – Archaeological Resources. The project site is in an area of high archaeological sensitivity. While previous construction on-site likely destroyed most archaeological remains in the project site, the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area. Similar to the project, development of the project site associated with Alternative 2 has the potential to

impact archaeological resources during construction. Similar to the project, Alternative 2 would implement Mitigation Measure AR-1 and would reduce impacts to archaeological resources to a level less than significant.

Historical Resources – Built Environment Resources. Like the project, Alternative 2 would not result in significant and unmitigated impacts to historic resources; however Alternative 2 would not demolish the Regency Conference Center. Impacts to the built environment would be less under this alternative.

Biological Resources. Similar to the project, development, construction, or grading associated with Alternative 2 would occur adjacent to areas with sensitive biological resources, including sensitive vegetation communities, wetlands, special-status species, a wildlife movement corridor, and the MHPA. Similar to the project, the 2.76 acres of mitigation as required by SDP No. 400602 would be implanted, which includes 2.53 acres of riparian restoration/enhancement and a 0.23-acre coastal sage scrub buffer strip. [Compliance with the SCSP Subarea Plan Directives would also be required to reduce construction-related impacts and requirement of MND No. 118318 and SDP No. 400602.](#) The proposed ~~4.74~~^{5.35} acres of riparian restoration/enhancement and coastal sage scrub and oak woodland restoration would not be implemented. ~~Implementation of Mitigation Measures LU-1 and BIO-1 through BIO-13 would reduce all significant impacts to biological resources to below a level of significance.~~ Impacts to biological resources would be similar under this alternative.

Air Quality and Odors. Alternative 2 would result in slightly reduced impacts to air quality when compared to the project, because this alternative would result in less traffic. Similar to the project, Alternative 2 would not result in a significant increase in criteria pollutant emissions. Alternative 2 would not conflict with or obstruct implementation of the applicable air quality plan. Construction and operation of Alternative 2 would not violate any ambient air quality standard or contribute substantially to an existing violation. Similar to the project, construction of this alternative could expose sensitive receptors to substantial pollutant concentrations that would result in a health risk. As with the project, construction and operational activities associated with Alternative 2 would not create objectionable odors. Similar to the project, mitigation measures and project design features would be implemented to reduce construction impacts and health risks to below a level of significance. Overall, air quality impacts would be less under this alternative.

Hydrology and Water Quality. As with the project, Alternative 2 would not result in significant impacts to hydrology or water quality. The amount of impervious surfaces would be slightly less with this alternative. Similar to the project, the overall peak drainage flows to the San Diego River would be reduced. s. Similar to the project, this alternative would not have an adverse

effect on the existing drainage condition and there would be no expected adverse impact on downstream conditions. Additionally, Alternative 2 would raise the site several feet above the base flood elevation to address potential impacts associated with flooding. Similar to the project, this alternative would implement various construction and post-construction BMPs to reduce impacts to receiving waters. As with the project, erosion and sediment controls would be used during construction activities to reduce the amount of soils disturbed, prevent erosion and sediment transport into receiving waters, and control/minimize pollutants in site runoff. Furthermore, existing and proposed flows would be routed to flow-through planter boxes and a bioretention basin to further reduce, infiltrate, and treat storm water runoff flows. Alternative 2 would be designed, like the project, in compliance with applicable regulations to help maintain existing hydrologic conditions, reduce runoff volumes, and improve water quality. Similar to the project, implementation of Alternative 2 would result in less than significant impacts to hydrology and water quality.

Noise. Traffic generated under this Alternative would be less than the project; therefore associated traffic noise would be slightly less. As with the project, no construction-related noise impacts to human noise-sensitive receptors are anticipated under Alternative 2. Construction noise reduction measures recommended under the project would be implemented to reduce and minimize project construction noise.

As with the project, construction noise impacts would be less than significant and would include standard construction noise reduction measures to reduce and minimize noise levels during construction. Like the project, Alternative 2 would result in potentially significant operational noise impacts to the new residential development on Parcels 1 and 2. Operational noise sources from the new 585 multi-family units and the existing hotel buildings would include mechanical equipment, operations, and parking lot noise. HVAC equipment would be a primary operational noise source on-site associated with the 585 multi-family buildings and hotel development. Like the project, HVAC systems could increase long-term ambient noise levels by more than 3 dBA, depending on attenuation measures included in the design and the orientation of the exhaust vents. Therefore, under Alternative 2, noise levels from HVAC sources would potentially result in a substantial permanent increase in ambient noise levels (3 dB or greater) and exceed noise standards. Similar to the project, the impact would be potentially significant and implementation of NOI-1 would reduce operational noise levels of the proposed facilities to a less than significant impact. Construction noise impacts would be less than significant and would include standard construction noise reduction measures to reduce and minimize noise levels during construction. Overall, this impact is similar under this alternative.

Greenhouse Gas Emissions. Similar to the project, Alternative 2 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Alternative 2 would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. [Like the project, this alternative would be required to comply with the CAP Checklist.](#) This impact would be considered less than significant. Therefore, Alternative 2 would result in similar impacts to GHG emissions.

Energy. Alternative 2 would consume less energy than the project for both construction and operations as fewer residential units would be built and require less long-term energy consumption. Alternative 2 would consume less energy for both operational use and construction/demolition than the project. Although no energy impact was identified for the project, impacts to energy would be less under this alternative.

Geology and Soils. Similar to the project, development of Alternative 2 has the potential to expose people or structures to geologic hazards such as liquefaction or an unstable geologic unit or soil. Similar to the project, implementation of project design features would reduce impacts to a less than significant level. Impacts to geology and soils would be similar under this alternative.

Visual Effects and Neighborhood Character. Although the project is located within a view-sensitive area per the MVCP, the project existing visual character of the site is low as it lacks unifying architecture, site design, and landscaping. Similar to the project, Alternative 2 would not block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas.

As with the project, the Royal Palm Tower and the Golden Pacific Ballroom buildings under Alternative 2 would be within the designated floodway, and would not comply with height and setback standards as defined in the MVPDO and SDRPMP. Like the project, the buildings are an existing condition and grandfathered uses that are not being expanded.

The new or remodeled hotel structures under Alternative 2 would not exceed the height or bulk regulations of the MPDP and Master Plan, which is the MVPDO Multiple Use (MVPD-M-V) ~~with sub-zones of the MVPDO Residential (MVR-5) and Commercial Visitor (MV-CV).~~ Further, Alternative 2 would not construct residential areas that would be inconsistent with the surrounding and adjacent development in height, bulk, and mass. As with the project, Alternative 2 does not include crib, retaining, or noise walls greater than 6 feet in height and 50 feet in length visible to the public with minimal landscape screening or berming. Like the project, walls visible to the public would be adequately screened. Similar to the project, implementation of Alternative 2 would result in a less than significant visual effects/neighborhood character impact.

Public Services and Facilities. The City's Recreation Element establishes a minimum standard of 2.8 acres per 1,181 people for population-based public parks. With the application of the

multi-family vacancy rate, the project is required to provide 4.03 acres of population-based public parks. Unlike the project, Alternative 2 would only be required to provide 2.8 acres of population-based public parks rather than the planned project of ~~3.84~~3.31 acres due to the reduced number of residential units (585 units). The planned north side park would be 2.8 acres so the entire park requirement would be accommodated on the north side of the River. It is anticipated that impacts on schools, fire, police and libraries would be slightly less due to the reduced number of residential units requiring these facilities. Overall, this alternative like the project, impacts would result in less than significant impacts.

Public Utilities. This alternative would result in a slightly reduced need for public utilities as compared to the project due to the reduced number of residential units (585 versus 840). Similar to the project, impacts associated with public utilities would be less than significant under Alternative 2.

Health and Safety. As with the project, Alternative 2 would not result in exposure of people or structures to wildland fire, hazardous emissions, or unsafe air traffic conditions. Further, Alternative 2 would not interfere with emergency responders. A Soil Vapor Survey and Limited Health Risk Assessment report was prepared for the project (Appendix O of this EIR). Although no health risk was reported, additional monitoring was recommended during excavation over certain portions of the site. These same portions of the site would be excavated with Alternative 2. As with the project, Alternative 2 would be conditioned to have a qualified monitor present during excavation in the locations identified in the Soil Vapor Survey and Limited Health Risk Assessment report. Similar to the project, impacts to health and safety would be less than significant.

Evaluation of Alternative

When compared to the project, Alternative 2 would not result in significant and unmitigated impacts to historical resources. Alternative 2 would not demolish the Regency Conference Center, which has been identified as a historical resource and eligible for CRHR designation.

In contrast to the project, Alternative 2 would only be required to provide 2.8 acres of population-based public parks rather than the planned project of ~~3.84~~3.31 acres due to the reduced number of residential units (585 units). Alternative 2 would not impair existing facilities through the fulfillment of park requirements; ~~however, this would not achieve the park benefits beyond requirements as compared to the project.~~

Alternative 2 would not conflict with the Historic Preservation Element policies related to historic resources. When compared to the project, Alternative 2 would have the same significant

and unavoidable cumulative traffic impacts. Compared to the project, some issue areas would be slightly reduced due to the reduction in residential units ([transportation/circulation](#), air quality and odors, historical resources (built environment), energy and public services and facilities). [Alternative 2](#) ~~and~~ would result in similar impacts for all other issue areas (land use, historical resources—archaeological, biological resources, hydrology and water quality, noise, greenhouse gas emissions, geology and soils, visual effects and neighborhood character, public utilities and health and safety).

One of the primary objectives of the project is to develop a mixed-use TOD, which when combined with the existing uses would create multiple land uses on a site within proximity to public transit. While at a reduced development intensity, Alternative 2 would still provide a mixed-use TOD that could accommodate the increasing growth in the region by providing a portion of the housing needs within the community. In addition, this alternative would still provide connections to existing public transit located adjacent to the project site. As such, this alternative would still meet some of the objectives of the project. [Unlike the project, this alternative would avoid direct and cumulative impacts to Hotel Circle N. – Fashion Valley Road to Private Drive A and transportation/circulation impacts would be less under this alternative.](#)

10.3.4 Alternative 3 – Hotel and Conference Facility Renovations Only

Alternative 3 – Hotel and Conference Facility Renovations Only assumes no additional development over existing conditions and the Regency Conference Center would remain as it is today (see Figure 10-4). Rather, this alternative proposes hotel and conference facility renovations. Similar to the project, this alternative includes demolition of 254 hotel rooms (954 rooms to 700 rooms) and 35,625 sq. ft. of convention space (212,762 sq. ft. to 177,137 sq. ft.). As with the project, Alternative 3 would include construction of the multi-use bridge to replace the existing pedestrian bridge over the San Diego River. Similar to the project, this alternative would include a 14-foot-wide San Diego River Pathway (10-foot-wide concrete path with 2-foot-wide decomposed granite on each side). The San Diego River Pathway would be located on-site, on the north side of the River between the MHPA boundary and the northern property line.

As with the project, this alternative would fulfill the requirements of SDP No. 400602. Unlike the project, Alternative 3 would not include any other elements associated with the Park District. As illustrated in Figure 10-4, the existing parking lot at the southeast corner of Fashion Valley Road and River Walk Drive would remain as surface parking. Alternative 3 would not include restoration and enhancement of approximately [4.745.35](#) acres of riparian open space habitat. This alternative would not enlarge the habitat area or include any improvements to the riparian corridor. In addition, this alternative would not construct a population-based public park, as no residential development would occur.

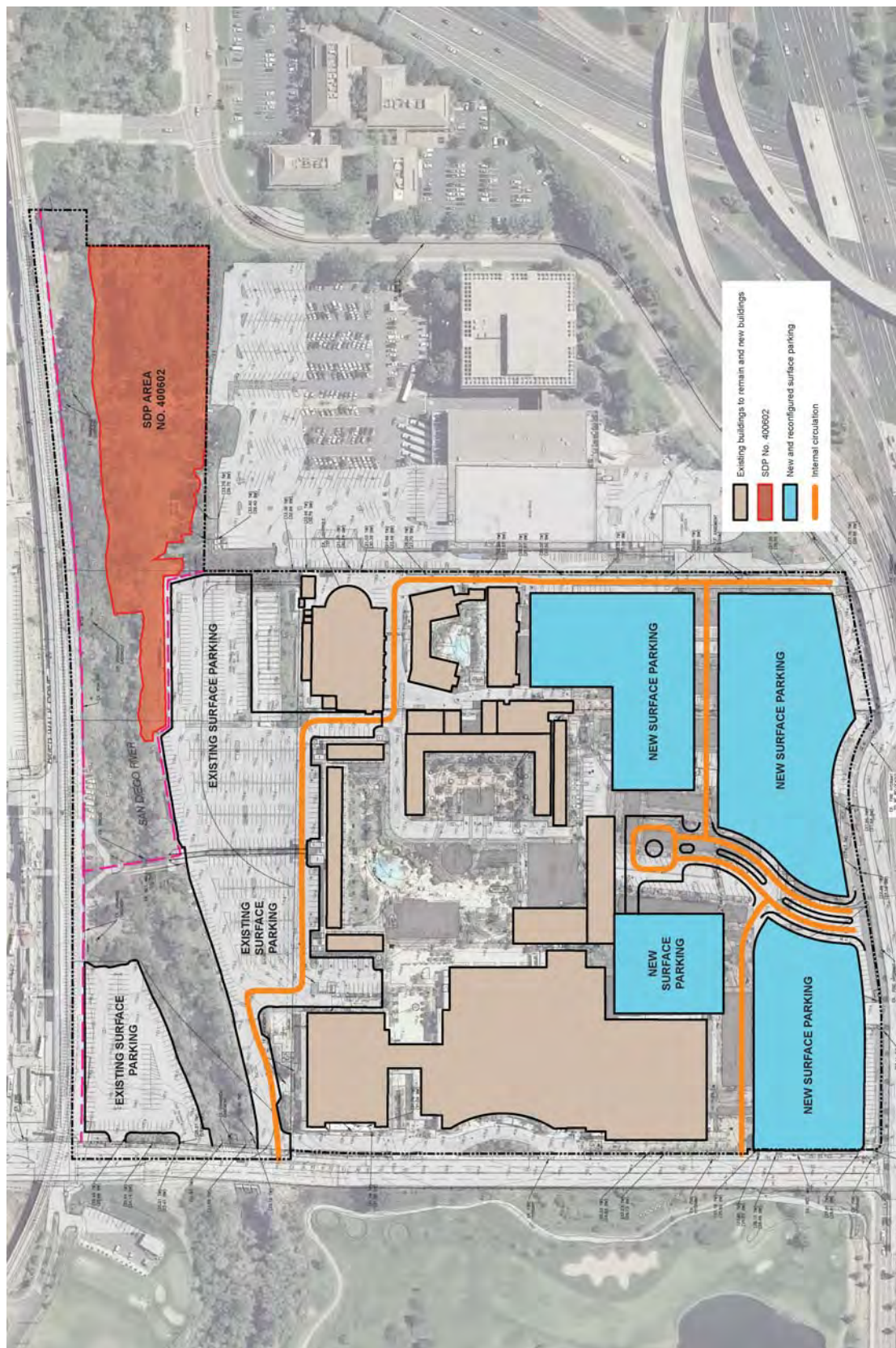


Figure 10-4
Alternative 3
Hotel and Conference Facility Renovations Only

Environmental Analysis

Land Use. The existing uses on-site would remain, no deviations would be anticipated under this Alternative. As with the project, Alternative 3 would be located in an area of high existing ambient noise levels due primarily to traffic noise from adjacent I-8 and nearby SR-163. However, no residential development would occur and the opportunity for TOD in proximity to the Fashion Valley Transit Center would not occur under this alternative.

Similar to the project, Alternative 3 would not create policy conflicts with the City of San Diego General Plan, MVCP, or the MSCP. This alternative would not construct a population-based public park but would reconstruct the pedestrian bridge over the River. Similar to the project, ~~indirect impacts on the MHPA associated with drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land would also be considered significant given that these impacts could be exacerbated with implementation of this alternative. Like the project, this alternative would require similar mitigation measures to LU 1, and BIO 1 2 through BIO 13 to reduce impacts to below a level of significance. Similar to the project, the development under this Alternative would be less than significant due to compliance required to comply with MSCP Subarea Plan including~~ the Land Use Adjacency Guidelines, ~~and MSCP requirements.~~ Overall impacts on land use compared to the project would be similar under this alternative.

Transportation/Circulation. The information presented in this section is based on information detailed in the Transportation Alternatives Analysis Memo prepared for the project by LLG, dated August 5, 2016. A copy of the Transportation Impact Analysis is included as Appendix P to this EIR. This alternative assumes no additional development over existing conditions. Rather, this alternative proposes hotel and conference facility renovations, which include demolition of 254 hotel rooms (954 rooms to 700 rooms) and 35,625 sq. ft. of convention space (212,762 sq. ft. to 177,137 sq. ft.) and 14,298 sq. ft. of spa building. This alternative is calculated to reduce traffic by 4,077 ADT. Since this alternative includes reduction of uses which would reduce overall traffic to the site, no adverse traffic impacts are anticipated and Alternative 3 would be less impactful than the project.

Historical Resources – Archaeological Resources. The project site is in an area of high archaeological sensitivity. While previous construction on-site likely destroyed most archaeological remains in the project site, the possibility exists that intact significant archaeological deposits may be present in undisturbed soils beneath the developed area. Similar to the project, development of the project site associated with Alternative 3 has the potential to impact archaeological resources during construction. Similar to the project, Alternative 3 would implement Mitigation Measure AR-1 and would reduce impacts to archaeological resources to a level less than significant.

Historical Resources – Built Environment Resources. Alternative 3 would not demolish the Regency Conference Center and would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. Like the project, Alternative 3 would not result in significant and unmitigated impacts to historic resources. Impacts to the built environment would be less under this alternative.

Biological Resources. Similar to the project, development, construction, or grading associated with construction of the San Diego River Pathway and the multi-use pedestrian bridge under Alternative 3 would occur adjacent to areas with sensitive biological resources, including sensitive vegetation communities, wetlands, special-status species, a wildlife movement corridor, and the MHPA. Similar to the project, Alternative 3 would ~~implement~~ comply with MSCP Subarea Plan directives including the Land Use Adjacency Guidelines to avoid impacts to MHPA and would reduce impacts to biological resources to below a level of significance. Mitigation Measures LU-1 and BIO-1-2 through BIO-13 Compliance with the SCSP Subarea Plan Directives would also be required to reduce construction-related impacts and requirement of MND No. 118318 and SDP No. 400602. Unlike the project, Alternative 3 would not include any other elements associated with the Park District. Alternative 3 would not include restoration and enhancement of approximately ~~4.74~~5.35 acres of riparian open space habitat. This alternative would not enlarge the habitat area or include any improvements to the riparian corridor. Unlike the project, Alternative 3 would not result in long-term benefits to biological resources given that conditions of existing habitat would not be improved. ~~Wetland impacts with the construction of the pedestrian bridge would be the similar.~~ Overall, biological impacts would be similar under Alternative 3.

Air Quality and Odors. Alternative 3 would result in reduced impacts to air quality when compared to the project, because this alternative would result in less traffic. This alternative would not provide residential units on-site. Construction activities would include demolition of hotel and conference facilities, creation of the San Diego River Pathway, and construction of the multi-use bridge. Construction activities associated with the Residential District would not occur. As such, Alternative 3 would not result in a significant increase in criteria pollutant emissions compared to the current assumptions. Construction and operation of Alternative 3 would not violate any ambient air quality standard or contribute substantially to an existing violation. As with the project, construction and operational activities associated with Alternative 3 would not create objectionable odors. Impacts to air quality and odor would be less under Alternative 3.

Hydrology and Water Quality. As with the project, Alternative 3 would not have any significant impacts to hydrology or water quality. The overall peak drainage flows to the River would be similar to the project. This alternative would not have an adverse effect on the existing drainage condition and there would be no expected adverse impact on downstream conditions.

Additionally, Alternative 3 would not propose new structures so the existing site would not be raised several feet above the base flood elevation to address potential impacts associated with flooding. As with the project, erosion and sediment controls would be used during construction activities to reduce the amount of soils disturbed, prevent erosion and sediment transport into receiving waters, and control/minimize pollutants in site runoff. Furthermore, existing and proposed flows would be routed to flow-through planter boxes and a bioretention basin to further reduce, infiltrate, and treat storm water runoff flows. Alternative 3 would be designed in compliance with applicable regulations to help maintain existing hydrologic conditions, reduce runoff volumes, and improve water quality. As with the project, implementation of Alternative 3 would not result in significant impacts to hydrology or water quality and impacts would be similar.

Noise. Alternative 3 would result in slightly reduced impacts to noise when compared to the project, because this alternative would result in less traffic. Additionally, there would be no sensitive receptors on-site resulting from the construction of multi-family residences and public park that would be subjected to the operational noise of the hotel and convention center. Therefore, noise impacts for Alternative 3 would be less than the project.

Greenhouse Gas Emissions. Similar to the project, the renovations associated with Alternative 3 would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Alternative 3 would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. [Like the project, this alternative would be required to comply with the CAP Checklist.](#) Similar to the project, Alternative 3 would result in less than significant impacts to GHG.

Energy. Alternative 3 would consume less energy than the project for both construction and operations as 840 residential units would not be built, and the public park would not be constructed. Unlike the project, this alternative would not include 840 residential units that require energy consumption; however, no solar panels would be installed so energy would not be generated on-site. Alternative 3 would have less impacts on energy than the project due to less construction and long-term energy use without 840 residential units.

Geology and Soils. There is potential for the project to expose people or structures to geologic hazards such as liquefaction and for the project to be located on a geologic unit or soil that is unstable or would become unstable as a result of the project. Similar to the project, development of the project site under Alternative 3 has the potential to expose people or structures to geologic hazards, such as liquefaction or unstable geologic unit or soil. Similar to the project, implementation of project design features would reduce impacts to a less than significant level.

Visual Effects and Neighborhood Character. Although the project is located within a view-sensitive area per the MVCP, the existing visual character of the site is low as it lacks unifying architecture, site design, and landscaping. Similar to the project, Alternative 3 would not block public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas.

As with the project, the Royal Palm Tower and the Golden Pacific Ballroom buildings under Alternative 3 would be within the designated floodway, and would not comply with height and setback standards as defined in the MVPDO and SDRPMP. Like the project, the existing structures would not meet the height and setback design guidelines, the buildings are an existing condition and grandfathered use that would not be expanded.

The new or remodeled hotel structures would not exceed the height or bulk regulations of the MVPDO and Master Plan, which is the MVPDO Multiple Use (MVPD-M-V) ~~with sub-zones of the MVPDO Residential (MVR-5) and Commercial Visitor (MV-CV)~~. Further, Alternative 3 would not add multi-family residential uses to the site that would be inconsistent with the height, bulk, and scale of the surrounding area, and would not add the bulk and mass along Hotel Circle North and Camino De La Reina. For these reasons, the project Alternative 3 would have less impacts to visual effects and neighborhood character.

Public Services and Facilities. No development would occur under Alternative 3 that could result in an increase in population. Impacts on public services and facilities would be less under Alternative 3 as compared to the project.

Public Utilities. Similar to the project, impacts associated with public utilities would be less than significant with Alternative 3. Alternative 3 would not have 840 multi-family residential units or four additional parking structures, which would result in a reduced need for public utilities as compared to the project. Impacts to public utilities under Alternative 3 would be less than the project.

Health and Safety. As with the project, Alternative 3 would not result in exposure to wildland fire, hazardous emissions, or unsafe air traffic conditions. Further, Alternative 3 would not interfere with emergency responders. As with the project, Alternative 3 would result in less than significant impacts to health and safety. Excavation would be required under Alternative 3; therefore, on-site monitoring would also be required. Impacts to health and safety would be ~~similar~~ less than the project with implementation of Alternative 3.

Evaluation of Alternative

Alternative 3 would fulfill the requirements of SDP No. 400602. In contrast to the project, Alternative 3 would not include restoration and enhancement of approximately ~~4.74~~^{5.35} acres of riparian open space habitat or construct a population-based public park, as no residential development would occur.

When compared to the project, Alternative 3 would not result in significant and unavoidable impacts to historical resources (built environment), or traffic. Compared to the project, Alternative 3 would result in similar impacts to land use, historical resources (archeological resources), biological resources, hydrology and water quality, greenhouse gas emissions, geology and soils, and health and safety. All other issue areas; however, would be slightly reduced because no residential units would be constructed (i.e. [transportation/circulation](#), air quality and odors; energy; noise; public services and facilities; public utilities; and visual effects and neighborhood character).

One of the primary objectives of the project is to develop a mixed-use TOD. As discussed, Alternative 3 would provide no additional development over existing conditions beyond SDP No. 400602. Rather, this alternative proposes hotel and conference facility renovations only. Unlike the project, Alternative 3 would not meet the following objectives at the same level as the project because no residential units are proposed under this alternative:

- Reorient the hotel and convention center to the San Diego River and expand and enhance the River corridor with new active and passive open space.
- Through a more compact hotel footprint, provide housing on-site to support opportunities for transit-oriented residential development in proximity to the Fashion Valley Transit Center.

10.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The environmental analysis of alternatives presented above is summarized in Table 10-2, Comparison of Project Alternatives – Issue Areas. As required under Section 15126.6(e)(2) of the CEQA Guidelines, the EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior alternative.

The most environmentally superior alternative, as identified in the analyses above, would be Alternative 3 – Hotel and Conference Facility Renovations Only. Alternative 3 would result in reduced impacts to air quality and odors, energy, noise, historical resources (built environment), public services and facilities, public utilities, and visual effects and neighborhood character. Alternative 3 would also have no significant and unavoidable impacts to transportation/circulation and therefore less impacts than the project.

CHAPTER 11.0

MITIGATION, MONITORING, AND REPORTING PROGRAM

Section 21081.6 of the CEQA Guidelines requires that a mitigation monitoring and reporting program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The Town & Country Project EIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City. The issues addressed in the EIR include land use; transportation/circulation; historical resources; biological resources; air quality and odors; hydrology and water quality; noise; greenhouse gas emissions; energy; geologic conditions; visual effects and neighborhood character; public services and facilities; public utilities; and health and safety.

PRC Section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. Based on the analysis and conclusions of the EIR, implementation of the project would result in significant and unavoidable impacts to transportation/circulation and historical resources. In addition, the project would result in significant but mitigated impacts to the following issue areas: ~~land use, biological resources~~, air quality, and noise. The project's impacts for all other issue areas were determined to be less than significant or no impact was identified.

The mitigation monitoring and reporting program for the project is under the jurisdiction of the City and other agencies as specified below. The mitigation monitoring and reporting program addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed as part of the project.

A. GENERAL REQUIREMENTS – PART I

Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.

2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, “**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**”
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website: <http://www.sandiego.gov/development-services/industry/standtemp.shtml>.
4. The **TITLE INDEX SHEET** must also show on which pages the “Environmental/Mitigation Requirements” notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II

Post Plan Check (After permit issuance/Prior to start of construction)

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

Qualified Acoustician, Biologist
 Qualified Revegetation Installation Contractor, Biologist
 Qualified Revegetation Maintenance Contractor, Biologist
 Qualified Principal Restoration Specialist, Biologist
 Qualified Biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit), Biologist
 Qualified Archaeological Monitor, Archaeologist
 Qualified Native American Monitor, Archaeologist
 Qualified Principal Investigator, Archaeologist

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

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the RE at the Field Engineering Division – (858) 627-3200
 - b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call RE and MMC at (858) 627-3360
2. **MMRP COMPLIANCE:** This project, Project Tracking System (PTS) No. 424475 and /or Environmental Document No. 424475, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc).

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

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency.
- U.S. Army Corps of Engineers (USACE) – Clean Water Act (CWA) Section 404 Nationwide Permits
 - California Department of Fish and Wildlife (CDFW)—Fish and Game Code Section 1602 Streambed Alteration Agreement
 - RWQCB — Section 401 Water Quality Certification, Storm Water Pollution Prevention Plan in compliance with the Construction General Permit, and a Dewatering Permit
4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on an 11" x 17" reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When

necessary for clarification, a detailed methodology of how the work will be performed shall be included.

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

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

Document Submittal/Inspection Checklist		
Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Land Use	Land Use Adjacency Issues CVSRs	Land Use Adjacency Issue Site Observations
Biology	Biologist Limit of Work Verification	Limit of Work Inspection
Biology	Biology Reports	Biology/Habitat Restoration Inspection
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Noise	Acoustical Reports	Noise Mitigation Features Inspection
Traffic	Traffic Reports	Traffic Features Site Observation
Waste Management	Waste Management Reports	Waste Management Inspections
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

~~The following project specific mitigation measures identified in Section 4.4 would be implemented to reduce the intensity and extent of impacts and to further avoid, minimize, and mitigate direct impacts to special status species and ensure compliance with Land Use Adjacency Guidelines of the City's MSCP Subarea Plan related to drainage, toxics, noise, lighting, barriers, invasives, and grading/land development.~~

~~BIO-1 To mitigate direct impacts to sensitive vegetation communities and special status species habitat, impacts to sensitive vegetation communities shall be enhanced on site. Impacts to riparian forest (southern cottonwood willow riparian forest [including open water area]) habitat shall be mitigated on site at a ratio of 3:1. Direct impacts to riparian forest resulting from the project total 0.12 acre (see Table 4.4-3); therefore, 0.36 acre of mitigation is required. To meet~~

~~the 3:1 mitigation requirement, three parts on-site enhancement (i.e., 0.36-acre) shall be provided consistent with the *Conceptual Mitigation Plan for the Town & Country Hotel Interim Parking Lot Expansion Project* (RECON 2012).~~

~~**BIO-2** — To minimize impacts to sensitive habitats and species, the Applicant shall identify a biological monitor to regularly monitor all phases of construction. The biological monitor shall be approved by the City of San Diego prior to construction. Prior to initiation of any construction-related grading or ground-disturbing activities, the construction foreman and/or biological monitor shall discuss the sensitive nature of the adjacent habitat with the construction crew. The biological monitor shall be present whenever there are ground-disturbing or construction activities within the MHPA or whenever the nesting bird clearance survey prescribed by BIO-5a show that nesting birds are present and may be impacted directly or indirectly by ground-disturbing or construction activities.~~

~~**BIO-3** — To minimize impacts to sensitive habitats and species, the limits of construction shall be clearly delineated by a survey crew prior to brushing, clearing, or grading. The limits of construction shall be defined with silt fencing or orange construction fencing and checked by the biological monitor before initiation of construction grading. The biological monitor shall flag for avoidance any special-status plant species within the limits of construction.~~

~~**BIO-4** — To minimize impacts to sensitive habitats and species, grading shall be restricted to the minimum area necessary. Equipment maintenance shall be restricted to the development area and will not occur within sensitive biological areas. The biological monitor shall oversee construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance.~~

~~**BIO-5a** — To avoid and minimize impacts to special-status bird species, the biological monitor shall conduct a pre-construction survey for active nests within and immediately adjacent to the development area if grading or vegetation clearing/trimming is proposed in or adjacent to native habitat during the typical bird breeding season defined by the City's MSCP Subarea Plan (i.e., March 15–September 15). If surveys show that nesting birds are present and may be impacted directly or indirectly by construction activities, these activities shall be delayed until the end of the breeding season or until surveys by a qualified biologist confirm that fledglings are no longer dependent on the nest, or the project biologist will work with the appropriate wildlife~~

- agencies (i.e., USFWS and/or CDFW) to determine appropriate avoidance measures (e.g., avoidance buffers) and/or other mitigation.
- BIO-5b** ~~To avoid and minimize impacts to the western red bat (*Lasiurus blossevillii*), the biological monitor shall conduct a pre-construction survey for this special-status bats within and immediately adjacent to the development area if grading or vegetation clearing/trimming is proposed in or adjacent to native habitat during the typical bat breeding season defined by the City's MSCP Subarea Plan (i.e., March-September). If surveys show that bats are present and may be impacted directly or indirectly by construction activities, these activities shall be delayed until the end of the breeding season or until surveys by a qualified biologist confirm that bats are no longer present, or the project biologist will work with the appropriate wildlife agencies (i.e., USFWS and/or CDFW) to determine appropriate avoidance measures (e.g., avoidance buffers).~~
- BIO-6** ~~To avoid the introduction of nonnative plant species into the MHPA, landscape plans shall contain noninvasive native species adjacent to sensitive biological areas.~~
- BIO-7** ~~To avoid indirect lighting impacts on wildlife, all lighting adjacent to the MHPA shall be shielded, unidirectional, and directed away from preserve areas using appropriate placement and shields. If lighting adjacent to the MHPA is required for nighttime construction, it shall be directed away from sensitive habitats, using appropriate placement and shielding.~~
- BIO-8** ~~To avoid indirect impacts to sensitive vegetation communities (including wetlands), natural drainage patterns shall be maintained as much as possible during construction. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared by a Qualified SWPPP Developer certified by the California Storm Water Quality Association. The SWPPP must specify measures to avoid or minimize construction-related surface water pollution to include proper runoff controls, pollutant source controls, and runoff treatment controls (when other nontreatment controls are insufficient for reducing runoff pollutant loads) that may degrade sensitive species habitat. The construction SWPPP would include water quality protection and monitoring measures and storm water BMPs to minimize scour/erosion and control sediment that may degrade sensitive species habitat. Erosion control techniques, including the use of sandbags, hay bales, and/or the installation of sediment traps, shall be used to control erosion and deter drainage during construction activities into the adjacent open space. Drainage from all development areas adjacent to the MHPA shall be directed away from the MHPA, or, if not possible, must not drain directly into the MHPA but~~

~~instead into sedimentation basins, grassy swales, and/or mechanical trapping devices. The type and location of all post-construction BMPs shall be provided on final construction drawings.~~

~~**BIO-9** To avoid indirect impacts to sensitive vegetation communities and special status plant species, dust suppression measures shall be implemented during construction to minimize the creation of dust clouds. These measures include applying water at least once per day or as determined necessary by the biological monitor to prevent visible dust emissions from exceeding 100 feet in length in any direction.~~

~~**BIO-10** To avoid indirect impacts to sensitive habitats and species, no trash, oil, parking, or other construction related activities will be allowed outside the established limits of grading. All construction related debris shall be removed from the project site and transported to an approved disposal facility.~~

~~**BIO-11** Prior to the commencement of any construction related activities on-site impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the City DSD MMC staff prior to any construction activity:~~

- ~~• Compliance with United States Army Corps of Engineers (ACOE) Section 404 nationwide permit;~~
- ~~• Compliance with the Regional Water Quality Control Board Section 401 Water Quality Certification; and~~
- ~~• Compliance with the CDFG Section 1601/1603 Streambed Alteration Agreement.~~

~~Evidence shall include either copies of permits issued, letter of resolutions issued by the responsible agency documenting compliance, or other evidence documenting compliance and deemed acceptable by City staff.~~

~~**BIO-12 Biological Resources (Protection During Construction)I.** Prior to Construction~~

~~A. **Biologist Verification:** The owner/permittee shall provide a letter to the City's Mitigation Monitoring Coordination (MMC) section stating that a Project Biologist (Qualified Biologist) as defined in the City of San Diego's Biological Guidelines (2012), has been retained to implement the project's biological monitoring program. The letter shall include the names and contact information of all persons involved in the biological monitoring of the project.~~

- ~~B. **Preconstruction Meeting:** The Qualified Biologist shall attend the preconstruction meeting, discuss the project's biological monitoring program, and arrange to perform any follow up mitigation measures and reporting including site specific monitoring, restoration or revegetation, and additional fauna/flora surveys/salvage.~~
- ~~C. **Biological Documents:** The Qualified Biologist shall submit all required documentation to MMC verifying that any special mitigation reports including but not limited to, maps, plans, surveys, survey timelines, or buffers are completed or scheduled per City Biology Guidelines, Multiple Species Conservation Program (MSCP), Environmentally Sensitive Lands Ordinance (ESL), project permit conditions; California Environmental Quality Act (CEQA); endangered species acts (ESAs); and/or other local, state or federal requirements.~~
- ~~D. **BCME:** The Qualified Biologist shall present a Biological Construction Mitigation/Monitoring Exhibit (BCME) which includes the biological documents in C above. In addition, include: restoration/revegetation plans, plant salvage/relocation requirements (e.g., coastal cactus wren plant salvage, burrowing owl exclusions, etc.); avian or other wildlife surveys/survey schedules (including general avian nesting and USFWS protocol), timing of surveys, wetland buffers, avian construction avoidance areas/noise buffers/ barriers, other impact avoidance areas, and any subsequent requirements determined by the Qualified Biologist and the City ADD/MMC. The BCME shall include a site plan, written and graphic depiction of the project's biological mitigation/monitoring program, and a schedule. The BCME shall be approved by MMC and referenced in the construction documents.~~
- ~~E. **Avian Protection Requirements:** To avoid any direct impacts to raptors and/or any native/migratory birds, removal of habitat that supports active nests in the proposed area of disturbance should occur outside of the breeding season for these species (February 1 to September 15). If removal of habitat in the proposed area of disturbance must occur during the breeding season, the Qualified Biologist shall conduct a pre-construction survey to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey shall be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The applicant shall submit the results of the pre-construction survey to City DSD for review and approval prior to initiating any construction activities. If nesting birds are detected, a letter report or mitigation plan in conformance with the City's Biology Guidelines and applicable State and Federal Law (i.e. appropriate follow up surveys, monitoring schedules, construction and noise barriers/buffers, etc.) shall be prepared and include proposed measures to be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. The report or mitigation plan~~

~~shall be submitted to the City for review and approval and implemented to the satisfaction of the City. The City's MMC Section and Biologist shall verify and approve that all measures identified in the report or mitigation plan are in place prior to and/or during construction.~~
Resource Delineation: ~~Prior to construction activities, the Qualified Biologist shall supervise the placement of orange construction fencing or equivalent along the limits of disturbance adjacent to sensitive biological habitats and verify compliance with any other project conditions as shown on the BCME. This phase shall include flagging plant specimens and delimiting buffers to protect sensitive biological resources (e.g., habitats/flora & fauna species, including nesting birds) during construction. Appropriate steps/care should be taken to minimize attraction of nest predators to the site.~~

- ~~G. **Education:** Prior to commencement of construction activities, the Qualified Biologist shall meet with the owner/permittee or designee and the construction crew and conduct an on-site educational session regarding the need to avoid impacts outside of the approved construction area and to protect sensitive flora and fauna (e.g., explain the avian and wetland buffers, flag system for removal of invasive species or retention of sensitive plants, and clarify acceptable access routes/methods and staging areas, etc.).~~

~~II. During Construction~~

- ~~A. **Monitoring:** All construction (including access/staging areas) shall be restricted to areas previously identified, proposed for development/staging, or previously disturbed as shown on "Exhibit A" and/or the BCME. The Qualified Biologist shall monitor construction activities as needed to ensure that construction activities do not encroach into biologically sensitive areas, or cause other similar damage, and that the work plan has been amended to accommodate any sensitive species located during the pre-construction surveys. In addition, the Qualified Biologist shall document field activity via the Consultant Site Visit Record (CSVVR). The CSVVR shall be e-mailed to MMC on the 1st day of monitoring, the 1st week of each month, the last day of monitoring, and immediately in the case of any undocumented condition or discovery.~~
- ~~B. **Subsequent Resource Identification:** The Qualified Biologist shall note/act to prevent any new disturbances to habitat, flora, and/or fauna onsite (e.g., flag plant specimens for avoidance during access, etc.). If active nests or other previously unknown sensitive resources are detected, all project activities that directly impact the resource shall be delayed until species-specific local, state or federal regulations have been determined and applied by the Qualified Biologist.~~

~~III. Post Construction Measures~~

- ~~A. In the event that impacts exceed previously allowed amounts, additional impacts shall be mitigated in accordance with City Biology Guidelines, ESL and MSCP, State CEQA, and other applicable local, state and federal law. The Qualified Biologist shall submit a final BCME/report to the satisfaction of the City ADD.~~

BIO-13 Biological Resources (Restoration/Enhancement Plan)I. Prior to Permit Issuance

~~A. Land Development Review (LDR) Plan Check~~

- ~~1. Prior to NTP or issuance for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, whichever is applicable, the ADD environmental designee shall verify that the requirements for the revegetation/restoration plans and specifications, including mitigation of direct impacts to 1.74 acres oak riparian woodland restoration, 3.53 acres of southern cottonwood-willow riparian forest enhancement, 1.46 acres of southern cottonwood-willow riparian forest restoration, and 0.77 acre of coastal sage scrub restoration have been shown and noted on the appropriate landscape construction documents. The landscape construction documents and specifications must be found to be in conformance with Attachment B of the Restoration and Enhancement Plan for the project prepared by AECOM (2016), the requirements of which are summarized below:~~

~~B. Revegetation/Restoration Plan(s) and Specifications~~

- ~~1. Landscape Construction Documents (LCD) shall be prepared on D sheets and submitted to the City of San Diego Development Services Department, Landscape Architecture Section (LAS) for review and approval. LAS shall consult with Mitigation Monitoring Coordination (MMC) and obtain concurrence prior to approval of LCD. The LCD shall consist of revegetation/restoration, planting, irrigation and erosion control plans; including all required graphics, notes, details, specifications, letters, and reports as outlined below:~~
- ~~2. Landscape Revegetation/Restoration Planting and Irrigation Plans shall be prepared in accordance with the San Diego Land Development Code (LDC) Chapter 14, Article 2, Division 4, the LDC Landscape Standards submittal requirements, and Attachment "B" (General Outline for Revegetation/Restoration Plans) of the City of San Diego's LDC Biology Guidelines (July 2002). The Principal Qualified Biologist (PQB) shall identify and adequately document all pertinent information concerning the revegetation/restoration goals and requirements, such as but not limited to, plant/seed palettes, timing of installation, plant installation specifications,~~

~~method of watering, protection of adjacent habitat, erosion and sediment control, performance/success criteria, inspection schedule by City staff, document submittals, reporting schedule, etc. The LCD shall also include comprehensive graphics and notes addressing the ongoing maintenance requirements (after final acceptance by the City).~~

- ~~3. The Revegetation Installation Contractor (RIC), Revegetation Maintenance Contractor (RMC), Construction Manager (CM) and Grading Contractor (GC), where applicable shall be responsible to insure that for all grading and contouring, clearing and grubbing, installation of plant materials, and any necessary maintenance activities or remedial actions required during installation and the 120 day plant establishment period are done per approved LCD. The following procedures at a minimum, but not limited to, shall be performed:~~
- ~~a. The RMC shall be responsible for the maintenance of the upland/wetland mitigation area for a minimum period of 120 days. Maintenance visits shall be conducted on a weekly basis throughout the plant establishment period.~~
- ~~b. At the end of the 120 day period the PQB shall review the mitigation area to assess the completion of the short term plant establishment period and submit a report for approval by MMC.~~
- ~~c. MMC will provide approval in writing to begin the five year long term establishment/maintenance and monitoring program.~~
- ~~d. Existing indigenous/native species shall not be pruned, thinned or cleared in the revegetation/mitigation area.~~
- ~~e. The revegetation site shall not be fertilized.~~
- ~~f. The RIC is responsible for reseeding (if applicable) if weeds are not removed, within one week of written recommendation by the PQB.~~
- ~~g. Weed control measures shall include the following: (1) hand removal, (2) cutting, with power equipment, and (3) chemical control. Hand removal of weeds is the most desirable method of control and will be used wherever possible.~~
- ~~h. Damaged areas shall be repaired immediately by the RIC/RMC. Insect infestations, plant diseases, herbivory, and other pest problems will be closely monitored throughout the five year maintenance period. Protective mechanisms such as metal wire netting shall be used as~~

~~necessary. Diseased and infected plants shall be immediately disposed of off-site in a legally acceptable manner at the discretion of the PQB or Qualified Biological Monitor (QBM) (City approved). Where possible, biological controls will be used instead of pesticides and herbicides.~~

- ~~4. If a Brush Management Program is required the revegetation/restoration plan shall show the dimensions of each brush management zone and notes shall be provided describing the restrictions on planting and maintenance and identify that the area is impact neutral and shall not be used for habitat mitigation/credit purposes.~~

~~C. Letters of Qualification Have Been Submitted to ADD~~

- ~~1. The applicant shall submit, for approval, a letter verifying the qualifications of the biological professional to MMC. This letter shall identify the PQB, Principal Restoration Specialist (PRS), and QBM, where applicable, and the names of all other persons involved in the implementation of the revegetation/restoration plan and biological monitoring program, as they are defined in the City of San Diego Biological Review References. Resumes and the biology worksheet should be updated annually.~~
- ~~2. MMC will provide a letter to the applicant confirming the qualifications of the PQB/PRS/QBM and all City Approved persons involved in the revegetation/restoration plan and biological monitoring of the project.~~
- ~~3. Prior to the start of work, the applicant must obtain approval from MMC for any personnel changes associated with the revegetation/restoration plan and biological monitoring of the project.~~
- ~~4. PQB must also submit evidence to MMC that the PQB/QBM has completed Storm Water Pollution Prevention Program (SWPPP) training.~~

~~H. Prior to Start of Construction~~

~~A. PQB/PRS Shall Attend Preconstruction (Precon) Meetings~~

- ~~1. Prior to beginning any work that requires monitoring:~~
 - ~~a. The owner/permittee or their authorized representative shall arrange and perform a Precon Meeting that shall include the PQB or PRS, Construction Manager (CM) and/or Grading Contractor (GC), Landscape Architect (LA), Revegetation Installation Contractor (RIC),~~

~~Revegetation Maintenance Contractor (RMC), Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC.~~

- ~~b. The PQB shall also attend any other grading/excavation related Precon Meetings to make comments and/or suggestions concerning the revegetation/restoration plan(s) and specifications with the RIC, CM and/or GC.~~
- ~~c. If the PQB is unable to attend the Precon Meeting, the owner shall schedule a focused Precon Meeting with MMC, PQB/PRS, CM, BI, LA, RIC, RMC, RE and/or BI, if appropriate, prior to the start of any work associated with the revegetation/ restoration phase of the project, including site grading preparation.~~

~~2. Where Revegetation/Restoration Work Will Occur~~

- ~~a. Prior to the start of any work, the PQB/PRS shall also submit a revegetation/restoration monitoring exhibit (RRME) based on the appropriate reduced LCD (reduced to 11" x 17" format) to MMC, and the RE, identifying the areas to be revegetated/restored including the delineation of the limits of any disturbance/grading and any excavation.~~
- ~~b. PQB shall coordinate with the construction superintendent to identify appropriate Best Management Practices (BMPs) on the RRME.~~

~~3. When Biological Monitoring Will Occur~~

- ~~a. Prior to the start of any work, the PQB/PRS shall also submit a monitoring procedures schedule to MMC and the RE indicating when and where biological monitoring and related activities will occur.~~

~~4. PQB Shall Contact MMC to Request Modification~~

- ~~a. The PQB may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the revegetation/restoration plans and specifications. This request shall be based on relevant information (such as other sensitive species not listed by federal and/or state agencies and/or not covered by the MSCP and to which any impacts may be considered significant under CEQA) which may reduce or increase the potential for biological resources to be present.~~

III. During Construction

~~A. PQB or QBM Present During Construction/Grading/Planting~~

- ~~1. The PQB or QBM shall be present full time during construction activities including but not limited to, site preparation, cleaning, grading, excavation, landscape establishment in association with impacts related to improvements to the existing pedestrian bridge which could result in impacts to sensitive biological resources as identified in the LCD and on the RRME. A total of 0.13 acre of sensitive vegetation communities would be impacted during improvements to the existing pedestrian bridge. Impacts resulting from bridge improvements would be temporary in nature and associated with a construction work area around the existing bridge. New footings/abutments for the improved bridge would not be constructed. In addition, approximately 0.01 acre of southern cottonwood-willow riparian forest would be graded to create a drainage channel between a new outfall structure (located in the stormwater management area) and the existing river channel. Lastly, approximately 3.80 acres of other vegetation communities and land covers (i.e., eucalyptus woodland, disturbed habitat, and urban/developed) would be impacted with construction of the stormwater management area (including water quality basin and outfall structure) and public park space (including the San Diego River Pathway). **The RIC and/or QBM are responsible for notifying the PQB/PRS of changes to any approved construction plans, procedures, and/or activities. The PQB/PRS is responsible to notify the CM, LA, RE, BI and MMC of the changes.**~~
- ~~2. The PQB or QBM shall document field activity via the Consultant Site Visit Record Forms (CSVSR). The CSVSR's shall be faxed by the CM the first day of monitoring, the last day of monitoring, monthly, and in the event that there is a deviation from conditions identified within the LCD and/or biological monitoring program. The RE shall forward copies to MMC.~~
- ~~3. The PQB or QBM shall be responsible for maintaining and submitting the CSVSR at the time that CM responsibilities end (i.e., upon the completion of construction activity other than that of associated with biology).~~
- ~~4. All construction activities (including staging areas) shall be restricted to the development areas as shown on the LCD. The PQB/PRS or QBM staff shall monitor construction activities as needed, with MMC concurrence on method and schedule. This is to ensure that construction activities do not encroach into biologically sensitive areas beyond the limits of disturbance as shown on the approved LCD.~~

- ~~5.— The PQB or QBM shall supervise the placement of orange construction fencing or City approved equivalent, along the limits of potential disturbance adjacent to (or at the edge of) all sensitive habitats, including those wetlands, waters and riparian habitats protected under the jurisdiction of USACE, CDFW, RWQCB, and the City (southern cottonwood willow riparian forest, emergent wetlands, coastal and valley freshwater marsh, and open water), as shown on the approved LCD.~~
- ~~6.— The PQB shall provide a letter to MMC that limits of potential disturbance have been surveyed, staked and that the construction fencing is installed properly.~~
- ~~7.— The PQB or QBM shall oversee implementation of BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measures, as needed to ensure prevention of any significant sediment transport. In addition, the PQB/QBM shall be responsible to verify the removal of all temporary construction BMP's upon completion of construction activities. Removal of temporary construction BMP's shall be verified in writing on the final construction phase CSV.~~
- ~~8.— PQB shall verify in writing on the CSV's that no trash stockpiling or oil dumping, fueling of equipment, storage of hazardous wastes or construction equipment/material, parking or other construction related activities shall occur adjacent to sensitive habitat. These activities shall occur only within the designated staging area located outside the area defined as biological sensitive area.~~
- ~~9.— The long term establishment inspection and reporting schedule per LCD must all be approved by MMC prior to the issuance of the Notice of Completion (NOC) or any bond release.~~

~~*B.— Disturbance/Discovery Notification Process*~~

- ~~1.— If unauthorized disturbances occurs or sensitive biological resources are discovered that were not previously identified on the LCD and/or RRME, the PQB or QBM shall direct the contractor to temporarily divert construction in the area of disturbance or discovery and immediately notify the RE or BI, as appropriate.~~
- ~~2.— The PQB shall also immediately notify MMC by telephone of the disturbance and report the nature and extent of the disturbance and recommend the method of additional protection, such as fencing and~~

~~appropriate Best Management Practices (BMP's). After obtaining concurrence with MMC and the RE, PQB and CM shall install the approved protection and agreement on BMP's.~~

- ~~3. The PQB shall also submit written documentation of the disturbance to MMC within 24 hours by fax or email with photos of the resource in context (e.g., show adjacent vegetation).~~

~~C. Determination of Significance~~

- ~~1. The PQB shall evaluate the significance of disturbance and/or discovered biological resource and provide a detailed analysis and recommendation in a letter report with the appropriate photo documentation to MMC to obtain concurrence and formulate a plan of action which can include fines, fees, and supplemental mitigation costs.~~
- ~~2. MMC shall review this letter report and provide the RE with MMC's recommendations and procedures.~~

IV. Post Construction

~~A. Mitigation Monitoring and Reporting Period~~

~~1. Five Year Mitigation Establishment/Maintenance Period~~

- ~~a. The RMC shall be retained to complete maintenance monitoring activities throughout the five year mitigation monitoring period.~~
- ~~b. Maintenance visits will be conducted twice per month for the first six months, once per month for the remainder of the first year, and quarterly thereafter.~~
- ~~c. Maintenance activities will include all items described in the LCD.~~
- ~~d. Plant replacement will be conducted as recommended by the PQB (note: plants shall be increased in container size relative to the time of initial installation or establishment or maintenance period may be extended to the satisfaction of MMC).~~

~~2. Five Year Biological Monitoring~~

- ~~a. All biological monitoring and reporting shall be conducted by a PQB or QBM, as appropriate, consistent with the LCD.~~
- ~~b. Monitoring shall involve both qualitative horticultural monitoring and quantitative monitoring (i.e., performance/success criteria).~~

~~Horticultural monitoring shall focus on soil conditions (e.g., moisture and fertility), container plant health, seed germination rates, presence of native and non native (e.g., invasive exotic) species, any significant disease or pest problems, irrigation repair and scheduling, trash removal, illegal trespass, and any erosion problems.~~

- ~~e. After plant installation is complete, qualitative monitoring surveys will occur monthly during year one and quarterly during years two through five.~~
- ~~d. Upon the completion of the 120 days short-term plant establishment period, quantitative monitoring surveys shall be conducted at 0, 6, 12, 24, 36, 48 and 60 months by the PQB or QBM. The revegetation/restoration effort shall be quantitatively evaluated once per year (in spring) during years three through five, to determine compliance with the performance standards identified on the LCD. All plant material must have survived without supplemental irrigation for the last two years.~~
- ~~e. Quantitative monitoring shall include the use of fixed transects and photo points to determine the vegetative cover within the revegetated habitat. Collection of fixed transect data within the revegetation/restoration site shall result in the calculation of percent cover for each plant species present, percent cover of target vegetation, tree height and diameter at breast height (if applicable) and percent cover of non-native/non-invasive vegetation. Container plants will also be counted to determine percent survivorship. The data will be used determine attainment of performance/success criteria identified within the LCD.~~
- ~~f. Biological monitoring requirements may be reduced if, before the end of the fifth year, the revegetation meets the fifth year criteria and the irrigation has been terminated for a period of the last two years.~~
- ~~g. The PQB or QBM shall oversee implementation of post construction BMP's, such as gravel bags, straw logs, silt fences or equivalent erosion control measure, as needed to ensure prevention of any significant sediment transport. In addition, the PQB/QBM shall be responsible to verify the removal of all temporary post construction BMP's upon completion of construction activities. Removal of~~

~~temporary post-construction BMPs shall be verified in writing on the final post-construction phase CSV.~~

~~*B. Submittal of Draft Monitoring Report*~~

- ~~1. A draft monitoring letter report shall be prepared to document the completion of the 120-day plant establishment period. The report shall include discussion on weed control, horticultural treatments (pruning, mulching, and disease control), erosion control, trash/debris removal, replacement planting/reseeding, site protection/signage, pest management, vandalism, and irrigation maintenance. The revegetation/restoration effort shall be visually assessed at the end of 120-day period to determine mortality of individuals.~~
- ~~2. The PQB shall submit two copies of the Draft Monitoring Report which describes the results, analysis, and conclusions of all phases of the Biological Monitoring and Reporting Program (with appropriate graphics) to MMC for review and approval within 30 days following the completion of monitoring. Monitoring reports shall be prepared on an annual basis for a period of five years. Site progress reports shall be prepared by the PQB following each site visit and provided to the owner, RMC and RIC. Site progress reports shall review maintenance activities, qualitative and quantitative (when appropriate) monitoring results including progress of the revegetation relative to the performance/success criteria, and the need for any remedial measures.~~
- ~~3. Draft annual reports (three copies) summarizing the results of each progress report including quantitative monitoring results and photographs taken from permanent viewpoints shall be submitted to MMC for review and approval within 30 days following the completion of monitoring.~~
- ~~4. MMC shall return the Draft Monitoring Report to the PQB for revision or, for preparation of each report.~~
- ~~5. The PQB shall submit revised Monitoring Report to MMC (with a copy to RE) for approval within 30 days.~~
- ~~6. MMC will provide written acceptance of the PQB and RE of the approved report.~~

~~*C. Final Monitoring Reports(s)*~~

- ~~1. PQB shall prepare a Final Monitoring upon achievement of the fifth year performance/success criteria and completion of the five year maintenance period.~~
 - ~~a. This report may occur before the end of the fifth year if the revegetation meets the fifth year performance /success criteria and the irrigation has been terminated for a period of the last two years.~~
 - ~~b. The Final Monitoring report shall be submitted to MMC for evaluation of the success of the mitigation effort and final acceptance. A request for a pre-final inspection shall be submitted at this time, MMC will schedule after review of report.~~
 - ~~c. If at the end of the five years any of the revegetated area fails to meet the project's final success standards, the applicant must consult with MMC. This consultation shall take place to determine whether the revegetation effort is acceptable. The applicant understands that failure of any significant portion of the revegetation/restoration area may result in a requirement to replace or renegotiate that portion of the site and/or extend the monitoring and establishment/maintenance period until all success standards are met.~~

Historical Resources (Archaeology)

AR-1 Prior to Permit Issuance

A. Entitlements Plan Check

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

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical

Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.

2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.
3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the 1/4 mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored

- a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11" x 17") to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
 - b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. *Monitor(s) Shall be Present During Grading/Excavation/Trenching*

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.**
2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery

Notification Process detailed in Section III.B-C and IV.A-D shall commence.

3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.
4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSVSR). The CSVSR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.
4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.

- b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor, and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that an applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.
- c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

IV. Discovery of Human Remains

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

- 1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
- 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

- 1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
- 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.

3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, THEN,
 - c. In order to protect these sites, the Landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;
 - (2) Record an open space or conservation easement on the site;
 - (3) Record a document with the County.
 - d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to

consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and items associated and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.

*D. If Human Remains are **NOT** Native American*

1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.
2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).
3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with MMC, EAS, the applicant/landowner, any known descendant group, and the San Diego Museum of Man.

V. Night and/or Weekend Work

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

1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
2. The following procedures shall be followed.
 - a. No Discoveries

In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to MMC via fax by 8 a.m. of the next business day.
 - b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
 - c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.

- d. The PI shall immediately contact MMC, or by 8 a.m. of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night and/or weekend work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
2. The RE, or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

VI. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. **It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.**
 - a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with State of California Department of Parks and Recreation. The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and

submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.
2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
3. The cost for curation is the responsibility of the property owner.

C. Curation of Artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

D. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Historical Resources (Built Environment)

HR-1 Recordation of the Resource

Prior to issuance of a demolition permit for the Regency Conference Center, Secretary of the Interior-qualified professionals (in history or architectural history) shall perform photo-recordation and documentation consistent with the standards of the National Park Service's (NPS) Historic American Building Survey (HABS)/Historic American Engineering Record (HAER) documentation. HABS/HAER documentation shall consist of archival photographs, written data (e.g., historic context, building descriptions), and reproductions of historic drawings (or measured drawings, if no historic drawings are available or suitable for reproduction), that provide a detailed record that reflects the building's historical significance. The historical resource shall receive HABS/HAER documentation Level III, as described in NPS documentation for HABS/HAER (Russell 1990:4). If historical as-built drawings do not exist (or are not reproducible to HABS/HAER standards), then measured drawings shall be prepared to document the structure and its alterations to the standards set for a Level I HABS/HAER report, or another appropriate level depending on available information. Following completion of the HABS/HAER documentation and approval by the City Development Services Department's historical resources staff, the materials shall be placed on file with the City, San Diego History Center, and San Diego Central Library, and offered to the NPS and the Library of Congress.

HR-2 Architectural Salvage

Prior to issuance of a demolition permit, the Applicant shall make available for donation architectural materials from the site to museums, archives, and curation facilities; the public; and non-profit organizations to preserve, interpret, and display the history of the Town & Country property. The materials to become architectural salvage shall include historic-period elements that would be removed as part of the project, and shall be identified and made available prior to the commencement of demolition activities, to ensure that materials removed do not experience further

damage from removal/demolition. Prior to issuance of a Demolition/Removal Permit, the City Development Services Department's historical resources staff will ensure that no materials shall be salvaged or removed until HR-1 has been implemented and an inventory of key exterior and interior features and materials is completed by Secretary of the Interior-qualified professionals. The inventory of key exterior and interior features may be developed as part of HR-1. The materials shall be removed prior to or during demolition. Materials that are contaminated, unsound, or decayed would not be included in the salvage program and would not be available for future use or display. Prior to demolition, the City as lead agency shall determine which materials are suitable for salvage (the City's Development Services Department's historical resources staff can utilize the assistance of qualified professionals to make such determinations).

HR-3 Interpretative Display

Prior to issuance of a demolition permit and in concert with HABS/HAER documentation, the Applicant shall develop a display and interpretive material for public exhibition concerning the history of the Town & Country property, specifically the significance of the Regency Conference Center. The display and interpretive material, such as a printed brochure, could be based on the photographs produced in the HABS/HAER documentation, and the historic archival research previously prepared as part of the project. This display and interpretive material shall be available to schools, museums, archives and curation facilities, libraries, nonprofit organizations, the public, and other interested agencies. A display shall be placed within a publicly accessible location in the new hotel facilities prior to obtaining an occupancy permit.

Land Use (MSCP/MHPA LUAG)

LU-1 — Prior to Permit Issuance

~~Prior to issuance of any construction permit or notice to proceed, DSD/ LDR, and/or MSCP staff shall verify the Applicant has accurately represented the project's design in or on the Construction Documents (CD's/CD's consist of Construction Plan Sets for Private Projects and Contract Specifications for Public Projects) are in conformance with the associated discretionary permit conditions and Exhibit "A", and also the City's Multi Species Conservation Program (MSCP) Multi Habitat Planning Area (MHPA) Land Use Adjacency Guidelines. The applicant shall provide an implementing plan and include references on/in CD's of the following:~~

~~A. **Grading/Land Development/MHPA Boundaries** — No grading will occur within or directly adjacent to the MHPA. MHPA boundaries on site and adjacent~~

~~properties shall be delineated on the CDs. DSD Planning and/or MSCP staff shall ensure that all grading is included within the development footprint, specifically manufactured slopes, disturbance, and development within or adjacent to the MHPA. For projects within or adjacent to the MHPA, all manufactured slopes associated with site development shall be included within the development footprint.~~

- ~~B. **Drainage** — All new and proposed parking lots and developed areas in and adjacent to the MHPA shall be designed so they do not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials prior to release by incorporating the use of filtration devices, planted swales and/or planted detention/desiltation basins, or other approved permanent methods that are designed to minimize negative impacts, such as excessive water and toxins into the ecosystems of the MHPA.~~
- ~~C. **Toxics/Project Staging Areas/Equipment Storage** — Projects that use chemicals or generate by products such as pesticides, herbicides, and animal waste, and other substances that are potentially toxic or impactive to native habitats/flora/fauna (including water) shall incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. No trash, oil, parking, or other construction/development related material/activities shall be allowed outside any approved construction limits. Where applicable, this requirement shall incorporated into leases on publicly-owned property when applications for renewal occur. Provide a note in/on the CD's that states: "All construction related activity that may have potential for leakage or intrusion shall be monitored by the Qualified Biologist/Owners Representative or Resident Engineer to ensure there is no impact to the MHPA."~~
- ~~D. **Lighting** — Lighting within or adjacent to the MHPA shall be directed away/shielded from the MHPA and be subject to City Outdoor Lighting Regulations per LDC Section 142.0740.~~
- ~~E. **Barriers** — New development within or adjacent to the MHPA shall be required to provide barriers (e.g., non-invasive vegetation; rocks/boulders; 6-foot high, vinyl-coated chain link or equivalent fences/walls; and/or signage) along the MHPA boundaries to direct public access to appropriate locations, reduce domestic animal predation, protect wildlife in the preserve, and provide adequate noise reduction where needed.~~

~~F. **Invasives**—No invasive non-native plant species shall be introduced into areas within or adjacent to the MHPA.~~

~~G. **Brush Management**—New development adjacent to the MHPA shall be set back from the MHPA to provide required Brush Management Zone 1 area on the building pad outside of the MHPA. Zone 2 may be located within the MHPA provided the Zone 2 management will be the responsibility of an HOA or other private entity except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than currently required by the City's regulations, the amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done and vegetation clearing shall be prohibited within native coastal sage scrub and chaparral habitats from March 1-August 15 except where the City ADD/MMC has documented the thinning would be consist with the City's MSCP Subarea Plan. Existing and approved projects are subject to current requirements of Municipal Code Section 142.0412.~~

~~H. **Noise**—Due to the site's location adjacent to or within the MHPA where the Qualified Biologist has identified potential nesting habitat for listed avian species, construction noise that exceeds the maximum levels allowed shall be avoided during the breeding seasons for the following: Least Bell's vireo (March 15 through September 15) and Southwestern Willow Flycatcher (May 1 through August 30). If construction is proposed during the breeding season for the species, U.S. Fish and Wildlife Service protocol surveys shall be required in order to determine species presence/absence. If protocol surveys are not conducted in suitable habitat during the breeding season for the aforementioned listed species, presence shall be assumed with implementation of noise attenuation and biological monitoring. When applicable (i.e., habitat is occupied or if presence of the covered species is assumed), adequate noise reduction measures shall be incorporated as follows:~~

~~Least Bell's Vireo (State Endangered/Federally Endangered)~~

- ~~1. Prior to the issuance of any grading permit, the City Manager (or appointed designee) shall verify that the following project requirements regarding the least Bell's vireo are shown on the construction plans:~~

~~No clearing, grubbing, grading, or other construction activities shall occur between March 15 and September 15, the breeding season of the Least Bell's Vireo, until the following requirements have been met to the satisfaction of the City Manager:~~

- ~~a. A qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit) shall survey those wetland areas that would be subject to construction noise levels exceeding 60 decibels [dB(A)] hourly average for the presence of the Least Bell's Vireo. surveys for the this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of construction. If the Least Bell's Vireo is present, then the following conditions must be met:~~
- ~~i. Between March 15 and September 15, no clearing, grubbing, or grading of Occupied Least Bell's Vireo habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; AND~~
- ~~ii. Between March 15 and September 15, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB(A) hourly average at the edge of occupied Least Bell's Vireo or habitat. An analysis showing that noise generated by construction activities would not exceed 60 dB (A) hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to the commencement of any of construction activities during the breeding season, areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; OR~~
- ~~iii. At least two weeks prior to the commencement of construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 db(a) hourly average at the edge of habitat occupied by the Least Bell's Vireo concurrent with the commencement of construction activities and the construction of~~

~~necessary noise attenuation facilities, noise monitoring⁸ shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB (A) hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (September 16).~~

- ~~b. If Least Bell's Vireo are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the City Manager and applicable Resource agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 15 and September 15 as follows:~~
 - ~~i. If this evidence indicates the potential is high for Least Bell's Vireo to be present based on historical records or site conditions, then condition a.iii shall be adhered to as specified above.~~
 - ~~ii. If this evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.~~

Air Quality

During Construction

- AQ-1: The construction contractor shall maintain and properly tune all construction equipment in accordance with manufacturer's specifications.
- AQ-2: The construction contractors shall minimize idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure 13 CCR 2485). Clear signage shall be provided for construction workers at all access points.
- AQ-3: When construction activities occur on the project site after occupancy of any residential parcels, the construction contractor shall use off-road construction diesel engines that meet, at a minimum, the Tier 4 California Emissions

⁸ ~~Construction noise monitoring shall continue to be monitored at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB (A) hourly average or to the ambient noise level if it already exceeds 60 dB (A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the City Manager, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.~~

Standards, unless such an engine is not available for a particular item of equipment. Tier 3 engines will be allowed on a case-by-case basis when the contractor has documented that no Tier 4 equipment or emissions equivalent retrofit equipment is available for a particular equipment type that must be used to complete construction. Documentation shall consist of signed written statements from at least two construction equipment rental firms.

Noise (Operation)

Prior to Permit Issuance

NOI-1: The City shall require the design and installation of stationary noise sources for the project to include the following:

- Implement best design considerations and shielding, including installing stationary noise sources associated with HVAC systems indoors in mechanical rooms.
- Prior to the issuance of a building permit, the Applicant or its designee shall prepare an acoustical study(s) of proposed mechanical equipment, which shall identify all noise-generating equipment, predict noise level property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the City of San Diego Noise Ordinance.

Transportation/Circulation

TRANS-1 Hotel Circle N.: Fashion Valley Road to Private Drive A

Prior to issuance of the first building permit, the developer/permittee Applicant shall assure by permit and bond the widening of this segment to accommodate a 4-lane Collector consistent with the MVCP, to the satisfactory to the City Engineer. The widening would occur on the north side of Hotel Circle N. between Fashion Valley Road and Camino De La Reina. This shall accommodate an additional westbound and eastbound through lane with a two-way left-turn lane. The widening will also include Class II bike lanes on both sides. To implement this mitigation, approximately 37 to 39 feet of widening would be required on the Town & Country property. The traffic signals at Hotel Circle N. / Fashion Valley Road and Hotel Circle N. / Camino De La Reina intersections shall be modified accordingly. All improvements shall be constructed and accepted by the City Engineer prior to issuance of the first residential occupancy approval.

TRANS-2 Camino De La Reina: Hotel Circle to Private Drive D

Prior to issuance of the first building permit, ~~t~~The ~~applicant~~ developer/permittee shall assure by permit and bond the widening of this segment to 4-lane Major standards consistent with the MVCP, to the satisfactory to the City Engineer. This would involve widening Camino De La Reina along the project frontage to include an additional westbound and eastbound through lane and a raised median. This widening would also include Class II bike lanes on both sides. To implement this mitigation, approximately 41 feet of widening is required on the Town & Country property. The traffic signal at Hotel Circle N. / Camino De La Reina will be modified accordingly. All improvements shall be constructed and accepted by the City Engineer prior to issuance of the first residential occupancy approval.

This page intentionally left blank.

CHAPTER 12.0 REFERENCES

CHAPTER 1.0 – ENVIRONMENTAL SETTING

City of San Diego. 2011. California Environmental Quality Act. Significance Determination Thresholds. Available at <http://www.sandiego.gov/development-services/pdf/news/sdtceqa.pdf>. Accessed February 2014.

CHAPTER 2.0 – ENVIRONMENTAL SETTING

City of San Diego. 1985. *Mission Valley Community Plan*. June.

City of San Diego. 1992. *Transit-Oriented Development Design Guidelines*. August.

City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*.

City of San Diego. 2009. San Diego Municipal Code, Land Development Code 8/2009.

City of San Diego. 2013. *San Diego River Park Master Plan*. Prepared by City of San Diego. Adopted by City of San Diego City Council Resolution Number R-308196, May 20, 2013.

City of San Diego Police Department (SDPD). 2015. Neighborhood Divisions: Western Division. Available at <http://www.sandiego.gov/police/services/divisions/western/index.shtml>. Accessed on June 11, 2015.

FEMA.gov. 2015. “Zone AE and A1-30,” (last updated 30 September 2015). Accessed on October 2015 at <http://www.fema.gov/zone-ae-and-a1-30>.

Regional Water Quality Control Board (RWQCB). 1994. *Water Quality Control Plan for the San Diego Basin (9)*. September (with amendments effective on or before April 4, 2011).

San Diego County Airport Authority. 2010. *Montgomery Field Airport Land Use Compatibility Plan*. December.

San Diego Airport Authority. 2014. *San Diego International Airport Land Use Compatibility Plan*. May 1.

CHAPTER 3.0 – PROJECT DESCRIPTION

City of San Diego. 2008. *City of San Diego General Plan 2008*. Adopted March 10.

City of San Diego 2016. *Town and Country Master Plan*. June.

County of San Diego. 2015. *Model BMP Design Manual San Diego Region*. For Permanent Site Design, Storm Water Treatment and Hydromodification Management. June.

Fuscoe Engineering, Inc. 201~~7~~⁵. *Water Quality Technical Report: Town & Country Hotel and Convention Center Transit Oriented Development Project*. Prepared for Lowe Enterprises. ~~January~~^{September}.

CHAPTER 4.0 – ENVIRONMENTAL ANALYSIS

Section 4.1 – Land Use

AECOM, Inc. 2015. *Noise Technical Report, Town & County Hotel and Convention Center Airport Land Use Commission- San Diego County Regional Airport Authority (ALUC)*. 2010. Montgomery Field: Airport Land Use Compatibility Plan. January 25.

City of San Diego. 1985. *Mission Valley Community Plan*. June.

City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*. March.

City of San Diego. 2008. *City of San Diego General Plan*. March 10.

City of San Diego (City). 2010. San Diego Municipal Code, Chapter 5, Article 9.5, Division 4, Noise Ordinance. July.

City of San Diego. 2011. *California Environmental Quality Act Significance Determination Thresholds*. Available at <http://www.sandiego.gov/development-services/pdf/news/sdtceqa.pdf>. Accessed February 2014.

City of San Diego. 2013. *San Diego River Park Master Plan*. April 18.

City of San Diego (City). 2015a. *2015 General Plan Amendments, Noise Element*. Available at <http://www.sandiego.gov/planning/genplan/pdf/2015adoptedgpamendments.pdf>.

- City of San Diego. 2015b. *Climate Action Plan*. Available at <http://www.sandiego.gov/planning/genplan/cap/>. Accessed November 2015.
- City of San Diego. 2015c. San Diego Municipal Code, Chapter 15: Planned Districts. *Transit Oriented Redevelopment Project*, City of San Diego, California. September 17.
- Federal Transit Administration (FTA). 2006. *Transit Noise and Vibration Impact Assessment*. Washington, D.C. May.
2016. *Town & Country Hotel and Convention Center Transit Oriented Development Project Waste Management Plan*. May 13. San Diego County Airport Land Use Commission.
2014. *San Diego International Airport: Airport Land Use Compatibility Plan*. April 3.

Section 4.2 – Transportation/Circulation and Parking

- Linscott, Law, & Greenspan (LLG). 2015~~6~~⁶. *Traffic Impact Analysis*. Town & Country Master Plan. San Diego, CA. ~~June~~^{October}.
- California Department of Transportation (Caltrans). 2002. Guide for the Preparation of Traffic Impact Studies. December. Available at: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf. Accessed June 2016.
- City of San Diego. 1992. *Transit-Oriented Development Design Guidelines*. August.
- City of San Diego. 1998. *Traffic Impact Study Manual*. July.
- City of San Diego. 2003. *Trip Generation Manual*. May.
- City of San Diego. 2002. *Street Design Manual*. November.
- City of San Diego. 2011. California Environmental Quality Act. Significance Determination Thresholds. Available at <http://www.sandiego.gov/development-services/pdf/news/sdtceqa.pdf>. Accessed February 2014.
- Federal Highway Administration (FHA). 2011. *Congestion Management Process: A Guidebook*. Available at: http://www.fhwa.dot.gov/planning/congestion_management/process/cmp_guidebook/. Accessed June 2016.
- Institute of Transportation Engineers (ITE). 2012. *Trip Generation Manual* (9th ed.)

Institute of Transportation Engineers (ITE). 2010. *Parking Generation* (4th ed.). July.

Penner, Richard H. (2012). *Hotel Design, Planning, and Development, Second Edition*. December 10.

Transportation Research Board (TRB). 2010. *Highway Capacity Manual*. Available at <http://hcm.trb.org/?qr=1>.

Urban Land Institute (ULI). 2005. *Shared Parking*. Prepared by Mary Smith. January.

Section 4.3 – Historical Resources

AECOM Technical Services, Inc. (AECOM). 2015. *Archaeological Resources Report for the Town & Country Hotel and Convention Center Redevelopment Project, San Diego, California*. Prepared by AECOM for Lowe Enterprises for submittal to the City of San Diego.

AECOM Technical Services, Inc. (AECOM). 2016. *Historical Resources Technical Report for the Town & Country Hotel and Convention Center Redevelopment Project, San Diego, California*. Prepared by AECOM for Lowe Enterprises for submittal to the City of San Diego.

[AECOM. 2017. Biological Technical Report. Town & Country Project, San Diego, CA. May.](#)

Bowden-Renna, Cheryl, and Christy Dolan. 2006. *Final Archaeological Monitoring and Trenching for the Caltrans District 11 New Headquarters (Blocks 4535, 4536, 4548, 4549, 4550, 4553, 4554, and 4556) San Diego, California*. Report on file at the South Coastal Information Center, San Diego. April.

City of San Diego. 2001a. *Historical Resources Guidelines*. Land Development Manual. Amended April 30, 2001 by City Manager Document No. C-10912.

City of San Diego. 2001b. Land Development Code. Chapter 14, Article 3, Division 2.

City of San Diego. 2007. San Diego Modernism Historic Context Statement.

City of San Diego. 2009. *Historical Resource Technical Report Guidelines and Requirements*. Land Development Manual, Historic Resources Guidelines, Appendix E, Part 1.2, revised May 2009.

- City of San Diego. 2013. *Mission Valley Community Plan*. San Diego, CA: The City of San Diego.
- Crawford, Richard W. 1995. "Mission Valley: Smokestacks and Geraniums." *The Journal of San Diego History* 41:3. San Diego, CA: San Diego Historical Society Quarterly.
- Davidson, Elizabeth. 2007. Department of Parks and Recreation 523 Archaeological Site Record P-37-030939. On file at the South Coastal Information Center, San Diego, CA.
- Davidson, Elizabeth. 2008. Department of Parks and Recreation 523 Archaeological Site Record P-37-030938. On file at the South Coastal Information Center, San Diego, CA.
- Davis, Edward J.P. 1953. *Historical San Diego: The Birthplace of California*. San Diego: Edward J.P. Davis.
- Erlandson, J. M., and R. H. Colten. 1991. *Hunter-Gatherers of Early Holocene Coastal California*. Perspectives in California Archaeology, Vol. 1, Institute of Archaeology, University of California, Los Angeles.
- Freischlag, Linda. 1971. The Role of the San Diego River in the Development of Mission Valley. *The Journal of San Diego History* 17:2. San Diego, CA: San Diego Historical Society Quarterly.
- Modern San Diego. n.d. "John R. Mock." Available at <http://www.modernsandiego.com/JohnMock.html>.
- Potter, Matt. 2013. "Lowe Enterprises Seeks to Develop Mission Valley's Town & Country Hotel." *San Diego Reader*.
- Russell, Caroline H. 1990. Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation: HABS/HAER Standards. Historic American Building Survey/Historic American Engineering Record, Cultural Resource Program, U.S. Department of the Interior, National Park Service. Accessed through <http://www.nps.gov/hdp/standards/standards.pdf>.
- San Diego Union. 1953a. "\$800,000 Hotel Development Planned for Mission Valley." *San Diego Union*. May 3, 1953, Page 46.

- San Diego Union. 1953b. "Million Dollar Mission Valley Hotel Started." *San Diego Union*. June 7, 1953, Page 47.
- San Diego Union. 1953c. "Talking About." *San Diego Union*. September 13, 1953, Page 154.
- San Diego Union. 1958. No title. *San Diego Union*. April 4, 1958. Quoted in Van Wormer, 2013.
- San Diego Union. 1962. "Realty Roundup: Vacancy Decline Brightens Outlook (Illustration)." *San Diego Union*, January 14, 1962. Page F2.
- San Diego Union. 1968a. "Hotel Firms Plans \$7 Million Building." *San Diego Union*, June 21, 1968. Page C9.
- San Diego Union. 1968b. "Frank Rhoades Column." *San Diego Union*, November 17, 1968. Page B18.
- San Diego Union. 1968c. "New Convention Complex Started." *San Diego Union*, November 20, 1968. Page B1.
- San Diego Union. 1970. "Hotel Opens New Center." *San Diego Union*, February 21, 1970. Page B2.
- San Diego Union. 1971. "Roundup: Commercial Activity Report." *San Diego Union*, May 30, 1971, Page F3.
- San Diego Union. 1975. "City Reports Cite Objections to Town & Country Addition." *San Diego Union*, December 18, 1975. Page B1.
- Starr, Kevin. 2009. *Golden Dreams: California in an Age of Abundance, 1950-1963*. Oxford University Press, Oxford, 2009.
- Van Wormer, Stephen R. 2013. Mission Valley Inn Complex, DPR 523 series form. Prepared for Caribou Industries. On-file at City of San Diego.
- Weeks, Kay D., and Anne E. Grimmer. 1995. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*. Washington, DC: U.S. Department of the Interior.

Section 4.4 – Biological Resources

[AECOM. 2017. Biological Technical Report. Town & Country Project, San Diego, CA. May.](#)

AECOM. 2016. Noise Technical Report. Town & Country Hotel and Convention Center Transit Oriented Development Project, San Diego, CA. July.

[American Bird Conservancy \(ABC\). 2016. Bird-Friendly Building Design. Accessed November 11, 2016: <https://abcbirds.org/results/publications/#special-reports>](#)

Beier, P., D. R. Majka, and W. D. Spencer. 2008. Forks in the Road: Choices in Procedures for Designing Wildland Linkages. *Conservation Biology* 22:836–851.

Beier, P., and R. F. Noss. 1998. Do Habitat Corridors Provide Connectivity? *Conservation Biology* 12:1241–1252.

Bloom, P. H. 1985. Raptor Movements in California. Pgs. 313–323. *In* Harwood, M. ed. Proceedings of Hawk Migration Conference IV. Rochester, New York.

California Department of Fish and Wildlife (CDFW). 2015. California Department of Fish and Game. RareFind 3 computer program. California Natural Diversity Database (CNDDB) Search. California Department of Fish and Game, State of California Resources Agency. Sacramento, California. Available at <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>.

California Native Plant Society (CNPS), Rare Plant Program. 2014. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, California. Available at <http://www.rareplants.cnps.org>. Accessed September 2014.

Chambers Group, Inc. 2011. *Southwestern Willow Flycatcher (Empidonax traillii extimus) Focused Survey Report for the San Diego Gas & Electric Cleveland National Forest Master Services Permit Project, San Diego County, California*. Prepared for San Diego Gas & Electric. February 2011.

City of San Diego. 1997. *City of San Diego MSCP Subarea Plan*.

City of San Diego 2002. *Guidelines for Conducting Biology Surveys*. July.

- City of San Diego. 2012. *San Diego Municipal Code, Land Development Code, Biology Guidelines*. Amended April 23, 2012.
- City of San Diego. 2016. *Storm Water Standards Part I: BMP Design Manual*. January 2016 Edition. City of San Diego Transportation & Storm Water.
- County of San Diego. 2015. SanGIS-SANDAG Regional Data Warehouse. SanGIS and SANDAG authoritative regional GIS data. Available at <http://www.sangis.org/download/index.html>.
- Cowardin, L., V. Carter, F. Golet, and E. LaRoe. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. U.S. Department of Interior. U.S. Fish and Wildlife Service. FWS/OBS - 79/31. December.
- Cusa, M., D. A. Jackson., and M. Mesure. 2015. Window Collisions by Migratory Bird Species: Urban Geographical Patterns and Habitat Associations. *Urban Ecosystems* (2015): 1–20.
- eBird. 2015. eBird: An online database of bird distribution and abundance. Version 2. eBird, Ithaca, New York. Available at <http://ebird.org/content/ebird>.
- Holland, R. F. 1986. *Preliminary Descriptions of the Terrestrial Natural Communities of California*. Prepared for California Department of Fish and Wildlife.
- Kus, B. 2002. Least Bell's Vireo (*Vireo bellii pusillus*). In *The Riparian Bird Conservation Plan: a Strategy for Reversing the Decline of Riparian-associated Birds in California*. California Partners in Flight. Available at http://www.prbo.org/calpif/htmldocs/riparian_v-2.html.
- Kus, B. E., and K. L. Miner. 1987. Foraging Behavior of the Least Bell's Vireo: Use of Riparian and Non-Riparian Habitats. Preliminary study. Prepared for Home Capital Corporation.
- Lidicker W.Z. Jr. and J.A. Peterson. 1999. *Responses of small mammals to habitat edges*. Pp. 147–174 in *Landscape ecology of small mammals* (Barrett G. W., Peles J. D., eds.). Springer-Verlag, Inc., New York.
- Loss, S. R., T. Will, S. S. Loss, and P. P. Marra. 2014. Bird-Building Collisions in the United States: Estimates of Annual Mortality and Species Vulnerability. *Condor* 116:8–23.

- Lynn, S., and B. E. Kus. 2014. *Distribution, Abundance, and Breeding Activities of the Least Bell's Vireo along the San Diego River, California*. 2008-2012 Summary Report. Prepared for the San Diego River Conservancy, San Diego, California.
- Oberbauer, T., M. Kelly, and J. Buegge. 2008. *Draft Vegetation Communities of San Diego County*. March. Based on "Preliminary Descriptions of the Terrestrial Natural Communities of California," Robert F. Holland, Ph.D., October 1986.
- Penrod, K., R. Hunter, and M. Merrifield. 2001. *Missing Linkages: Restoring Connectivity to the California Landscape*.
- PRBO Conservation Science (PRBO). 2006. Least Bell's Vireo Breeds in Restored Riparian at San Joaquin River National Wildlife Refuge – 2005 Final Report. Submitted to U.S. Fish and Wildlife Service; Submitted by Julian K. Wood, Christine A. Howell, Geoffrey R. Geupel. June.
- RECON Environmental, Inc. 2012. *Conceptual Mitigation Plan for the Town & Country Hotel Interim Parking Lot Expansion Project*. Project No. 118313. June 13, 2012.
- Rocks Biological Consulting. 2013. *45-Day Report for Least Bell's Vireo Surveys at the Union-Tribune Mixed Use Project in San Diego, CA*. August 20.
- Sheppard, C. 2011. *Bird-Friendly Building Design*. American Bird Conservancy, The Plains, VA, 58 pp. Available at <http://www.abcbirds.org/newsandreports/BirdFriendlyBuildingDesign.pdf>.
- Stebbins, R. C. 2003. *A Field Guide to Western Reptiles and Amphibians*. Third edition. Houghton Mifflin Co., Boston. 533 pp.
- U.S. Fish and Wildlife Service (USFWS). 1995. Final Rule Determining Endangered Status for the Southwestern Willow Flycatcher: *Federal Register* 60:10694 (February 27, 1995).
- Unitt, Phillip. 2004. *San Diego County Bird Atlas*. San Diego Natural History Museum & Ibis Publishing Company, San Diego. 645 pp.

Section 4.5 – Air Quality and Odors

[AECOM. 2017. Air Quality Technical Study. Town & Country Project, San Diego, CA. May.](#)

- California Air Pollution Control Officers Association (CAPCOA). 2009. *Health Risk Assessments for Proposed Land Use Projects*. Available at http://www.capcoa.org/wp-content/uploads/downloads/2010/05/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf. Accessed April 2015.
- California Air Pollution Control Officers Association (CAPCOA). 2010. Quantifying Greenhouse Gas Mitigation Measures CEQA and Climate Change. Available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>. Accessed March 2016.
- California Air Resources Board (ARB). 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. Available at <http://www.arb.ca.gov/ch/landuse.htm>. Accessed January 2014.
- California Air Resources Board (ARB). 2013. Ambient Air Quality Standards. Available at <http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>. Accessed April 2015.
- California Air Resources Board (ARB). 2015a. Area Designation Maps/State and National. Available at <http://www.arb.ca.gov/desig/desig.htm>. Accessed April 2015.
- California Air Resources Board (ARB). 2015b. Air Quality Data Statistics. Available at <http://www.arb.ca.gov/adam/welcome.html>. Accessed April 2015.
- California Air Resources Board (ARB). 2015c. Hotspots Analysis Reporting Program Version 2 (HARP2). Available at <http://www.arb.ca.gov/toxics/harp/admrt.htm>.
- California Air Resources Board (ARB). 2016. Air Quality Data Statistics. Available at <http://www.arb.ca.gov/adam/welcome.html>. Accessed March 2016.
- City of San Diego. 2011. California Environmental Quality Act. Significance Determination Thresholds. Available at <http://www.sandiego.gov/development-services/pdf/news/sdtceqa.pdf>. Accessed February 2014.
- Linscott, Law, & Greenspan (LLG). 2016~~5~~. *Traffic Impact Analysis*. Town & Country Master Plan. San Diego, CA. ~~June~~^{October}.
- Metropolitan Transportation Commission (MTC). 2013. Plan Bay Area Draft Environmental Impact Report. Appendix E. Air Quality Analysis Methodology. Available at

- http://planbayarea.org/pdf/Draft_EIR_Chapters/Appendix_E_Air_Quality_Methodology_032713.pdf. Accessed April 2015.
- Office of Environmental Health Hazard Assessment (OEHHA). 2015. Hot Spots Guidance Manual. Available at http://www.oehha.org/air/hot_spots/hotspots2015.html. Accessed March 2015.
- San Diego Association of Governments (SANDAG). 2004. Regional Comprehensive Plan for the San Diego Region. Available at http://www.sandag.org/programs/land_use_and_regional_growth/comprehensive_land_use_and_regional_growth_projects/RCP/rcp_final_complete.pdf. Accessed February 2015.
- San Diego Association of Governments (SANDAG). 2011. 2050 Final Regional Transportation Plan: Our Region. Our Future – October 2011. Available at http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf. Accessed April 2015.
- San Diego County Air Pollution Control District (SDAPCD). 2009. Regional Air Quality Strategy Revision. Available at <http://www.sdapcd.org/planning/2009-RAQS.pdf>. Accessed March 2015.
- San Diego County Air Pollution Control District (SDAPCD). 2010. Climate and Pollution. Available: <http://www.sdapcd.org/info/facts/climate-pollution.pdf>. Accessed April 10, 2015.
- South Coast Air Quality Management District (SCAQMD). 2015. Draft Risk Assessment Procedures for Rules 1401, 1401.1, and 212, Version 8.0, March 31, 2015. Available at http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/212-1401-1401.1-and-1402/riskassessmentprocedures_may-2015_cd.pdf?sfvrsn=2. Accessed April 2015.
- U.S. Environmental Protection Agency (EPA). 2007. Six Common Pollutants, Particulate Matter. Available at <http://www.epa.gov/air/particlepollution/index.html>. Accessed March 2015.
- U.S. Environmental Protection Agency (EPA). 2013. Residential Air Cleaners (Second Edition): A Summary of Available Information. Available at <http://www.epa.gov/iaq/pubs/residair.html#Removal-of-Particles>. Accessed April 2015.
- Western Regional Climate Center (WRCC). 2015. Available: <http://www.wrcc.dri.edu/summary/san.ca.html>. Accessed on April 10, 2015.

Section 4.6 – Hydrology and Water Quality

Chang Consultants. 201~~6~~⁵. HEC-RAS Model Results. Town and Country.

City of San Diego. 1984. Drainage Design Manual. April.

City of San Diego. 2016. Storm Water Standards. January.

City of San Diego. 2013. *San Diego River Park Master Plan*. Prepared by City of San Diego. Adopted by City of San Diego City Council Resolution Number R-308196, May 20, 2013.

County of San Diego. 2016. *BMP Design Manual*. For Permanent Site Design, Storm Water Treatment and Hydromodification Management. Storm Water Requirements for Development Applications. February 26.

Department of Water Resources (DWR). 2004. *California's Groundwater Bulletin 118*. February 27.

Fuscoe Engineering. 201~~7~~⁶a. *Storm Water Quality Management Plan*. Town and Country. [January](#)~~May~~.

Fuscoe Engineering. 201~~7~~⁶b. *Hydrology & Hydraulics Study*. Town and Country Hotel and Convention Center Transit Oriented Development Project. [January](#)~~May~~.

Izbicki, J. A. 1985. Evaluation of the Mission, Santee, and Tijuana Hydrologic Subareas for Reclaimed-Water Use, San Diego County, California. U.S. Geological Survey Water-Resources Investigations Report 85-4032.

Larry Walker and Associates (LWA), AMEC, and Geosyntec Consultants. 2015. *San Diego River Watershed Management Area Water Quality Improvement Plan*. February 9.

Project Clean Water. 2014. San Diego's Watersheds. Available at <http://www.projectcleanwater.org/html/watersheds.html>.

Regional Water Quality Control Board (RWQCB). 1994. *Water Quality Control Plan for the San Diego Basin (9)*. September (with amendments effective on or before April 4, 2011).

- Regional Water Quality Control Board (RWQCB). 2010. Resolution No. R9-2010-0001. A Resolution Amending the *Water Quality Control Plan for the San Diego Basin (9)* to Incorporate Revised Total Maximum Daily Loads for Indicator Bacteria, Project I – Twenty Beaches and Creeks in the San Diego Region (Including Tecolote Creek). February 10.
- Regional Water Quality Control Board (RWQCB). 2013. Order No. R9-2013-0001, NPDES No. CAS0109266. National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds within the San Diego Region. May 8.
- SCS Engineers. 2014. *Phase I Environmental Site Assessment*. March 4.
- State Water Resources Control Board (SWRCB). 2009. Order 2009-0009-DWQ (as amended by Orders 2010-0014-DWQ and 2012-0006-DWQ), NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). September 2.
- State Water Resources Control Board (SWRCB). 2015. 2012 California Integrated Report (Clean Water Act Section 303(d) list/305(b) Report). Available at http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2012.shtml.
- U.S. Environmental Protection Agency (EPA). 2012. Overview of Impaired Waters and Total Maximum Daily Loads Program. Available at <http://water.epa.gov/lawsregs/lawsguidance/cwa/tmdl/intro.cfm>.

Section 4.7 – Noise

- AECOM, Inc. 2015. *Biological Technical Report, Town & County Project*, City of San Diego, California. September.
- California Department of Transportation (Caltrans). 2002. Transportation Related Earthborne Vibrations (Caltrans Experiences). February 20.
- California Department of Transportation (Caltrans). 2009. *Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects, including Technical Noise Supplement*. October.

- California Department of Transportation (Caltrans). 2011. *California Airport Land Use Planning Handbook*. Caltrans Division of Aeronautics. October.
- City of San Diego (City). 2008. *City of San Diego General Plan, Noise Element*. March.
- City of San Diego (City). 2010. San Diego Municipal Code, Chapter 5, Article 9.5, Division 4, Noise Ordinance. July.
- City of San Diego (City). 2011a. *California Environmental Quality Act (CEQA) Significance Determination Thresholds*, Development Services Department. January.
- City of San Diego (City). 2011b. Park & Recreation Department, Consultant's Guide to Park Design & Development. November. Available at <http://www.sandiego.gov/park-and-recreation/pdf/parkdesign/consultantsguide2011.pdf>.
- City of San Diego (City). 2015. *2015 General Plan Amendments, Noise Element*. Available at <http://www.sandiego.gov/planning/genplan/pdf/2015adoptedgpamendments.pdf>.
- Federal Transit Administration (FTA). 2006. *Transit Noise and Vibration Impact Assessment*. Washington, D.C. May.
- Linscott Law & Greenspan Engineers (LL&G). 2015~~6~~. *Transportation Impact Analysis - Town & Country Master Plan*. San Diego, California. ~~June~~~~October 30~~.
- San Diego County Regional Airport Authority. 2010. Montgomery Field Airport Land Use Compatibility Plan. December. Available at http://www.san.org/DesktopModules/Bring2mind/DMX/Download.aspx?EntryId=2985&Command=Core_Download&language=en-US&PortalId=0&TabId=307.
- San Diego County Regional Airport Authority. 2014. San Diego International Airport, Airport Land Use Compatibility Plan. May 1. Available at http://www.san.org/DesktopModules/Bring2mind/DMX/Download.aspx?EntryId=2990&Command=Core_Download&language=en-US&PortalId=0&TabId=180.
- U.S. Environmental Protection Agency (EPA). 1971. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*. Washington, DC. December.

U.S. Environmental Protection Agency (EPA). 1974. *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*. Washington, DC. December.

U.S. Environmental Protection Agency (EPA). 1977. Speech Levels in Various Noise Environments. Available at <http://nepis.epa.gov/Exe/ZyPURL.cgi?Dockkey=P100CWGS.txt>.

Section 4.8 – Greenhouse Gas Emissions

[AECOM. 2017. Greenhouse Gas Analysis. Town & Country Project, San Diego, CA. May.](#)

California Air Resources Board (ARB). 2008. Climate Change Scoping Plan. Available at www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm. Accessed April 2015.

California Air Resources Board (ARB). 2014a. First Update to the Climate Change Scoping Plan: Building on the Framework. Pursuant to AB 32, the California Global Warming Solutions Act of 2006. Available at http://www.arb.ca.gov/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf. Accessed October 2014.

California Air Resources Board (ARB). 2014b. California Greenhouse Gas Inventory for 2000–2012 by Category as Defined in the 2008 Scoping Plan. Available at http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-12_2014-03-24.pdf. Accessed October 2014.

California Air Pollution Control Officers Association (CAPCOA) 2008 *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. January.

California Energy Commission (CEC). 2012. *Our Changing Climate 2012. Vulnerability & Adaptation to the Increasing Risks from Climate Change in California*. Available at <http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>. Accessed August 2014.

California Energy Commission (CEC). 2014a. Local Climate. Temperature. San Diego County Average. Available at <http://cal-adapt.org/>. Accessed October 2014.

- California Energy Commission (CEC). 2014b. 2013 Building Energy Efficiency Standards. Available at <http://www.energy.ca.gov/title24/2013standards/index.html>. Accessed October 2014.
- California Energy Commission (CEC). 2016. Local Climate. Temperature. San Diego County Average. Available at <http://cal-adapt.org/>. Accessed May 2016.
- California Supreme Court. 2015. *Center for Biological Diversity v. Department of Fish and Wildlife* (2015) Case No. S217763, Ct.App. 2/5 B245131. Available at <http://www.courts.ca.gov/opinions/documents/S217763.pdf>.
- City of San Diego. 2005. City of San Diego Climate Action Protection Plan. Available at http://www.sandiego.gov/environmental-services/sustainable/pdf/action_plan_07_05.pdf. Accessed April 2015.
- City of San Diego. 2010. *Memorandum on Addressing Greenhouse Gas Emissions from Projects Subject to CEQA*. August.
- City of San Diego. 2015. Climate Action Plan. Available at <http://www.sandiego.gov/planning/genplan/cap/>. Accessed November 2015.
- City of San Diego Public Utilities Water & Wastewater. 2016. Water Supply Assessment Report Town and Country Project. April.
- Council on Environmental Quality (CEQ). 2014. Revised Draft Guidance for Greenhouse Gas Emissions and Climate Change Impacts. Available at <https://www.whitehouse.gov/administration/eop/ceq/initiatives/nepa/ghg-guidance>. Accessed November 2015.
- Intergovernmental Panel on Climate Change (IPCC). 2007. *Climate Change 2007: The Physical Science Basis*. Contribution of Working Group I to the Fourth Assessment Report of the IPCC. Geneva, Switzerland. February.
- Intergovernmental Panel on Climate Change (IPCC). 2013. *Climate Change 2013: The Physical Science Basis*. Available at <http://www.ipcc.ch/report/ar5/wg1/>. Accessed October 2014.
- Leppert Engineering Corporation. 2016. *Town & Country Hotel and Convention Center Transit Oriented Development Project Waste Management Plan*. May 13.

- Linscott, Law, & Greenspan (LLG). 201~~5~~⁶. Traffic Impact Analysis. Town & Country Master Plan. San Diego, CA. ~~June~~^{March}.
- National Research Council (NRC). 2012. *Sea-Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*. Washington, DC: The National Academies Press.
- San Diego Association of Governments (SANDAG). 2011. *2050 Final Regional Transportation Plan: Our Region. Our Future* – October 2011. Available at http://www.sandag.org/uploads/2050RTP/F2050rtp_all.pdf. Accessed April 2015.
- San Diego Association of Governments (SANDAG). 2015. San Diego Forward: The Regional Plan. October. Available at <http://www.sdfoward.com/>. Accessed June 2016.
- San Diego Foundation. 2008. *The San Diego Foundation Regional Focus 2050 Study: Climate Change Related Impacts in the San Diego Region by 2050*. Available at http://sandiegohealth.org/sdfoundation/focus2050/Focus2050_whitepaper_final.pdf. Accessed April 2015.
- U.S. Green Building Council (USGBC). 2015. LEED BD+C: New Construction Version 4. Available at <http://www.usgbc.org/credits>. Accessed November 2015.
- U.S. Environmental Protection Agency (EPA). 2011. EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Engines and Vehicles. Available at <http://www.epa.gov/otaq/climate/documents/420f11031.pdf>. Accessed February 8, 2015.
- University of San Diego. 2014. *GHG Emissions Inventory for the San Diego Region*. Energy Policy Initiatives Center (EPIC) at University of San Diego. April.

Section 4.9 – Energy

- [AECOM. 2017. Greenhouse Gas Analysis. Town & Country Project, San Diego, CA. May.](#)
- California Energy Commission (CEC). 2005. *Energy Action Plan II, Implementation Roadmap for Energy Policies*, adopted September 21, 2015. Available at http://www.energy.ca.gov/energy_action_plan/2005-09-21_EAP2_FINAL.pdf. Accessed May 13, 2016.

California Energy Commission (CEC). 2014a. Energy Consumption Data Management System, Electricity Consumption by County, search San Diego County. Available at <http://ecdms.energy.ca.gov/elecbycounty.aspx>. Accessed May 13, 2016.

California Energy Commission (CEC). 2014b. Energy Consumption Data Management System, Natural Gas Consumption by County, search San Diego County. Available at <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

California Energy Commission (CEC). 2016a. *2016 Building Energy and Efficiency Standards Frequently Asked Questions*. Available at http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/2016_Building_Energy_Efficiency_Standards_FAQ.pdf. Accessed May 13, 2016.

California Energy Commission (CEC). 2016b. *2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings*. Available at <http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf>. Accessed May 13, 2016.

City of San Diego. 2008. *City of San Diego General Plan Conservation Element 2008*. Adopted March 10.

City of San Diego. 2015. Climate Action Plan. Available at <http://www.sandiego.gov/planning/genplan/cap/>. Accessed November 2015.

Linscott Law & Greenspan Engineers (LL&G). 2016~~5~~. *Transportation Impact Analysis - Town & Country Master Plan*. San Diego, California. ~~June~~~~October 30~~.

U.S. Green Building Council (USGBC). 2015. LEED BD+C: New Construction Version 4. Available at <http://www.usgbc.org/credits>. Accessed November 2015.

U.S. Energy Information Administration. 2016. California State Profile and Energy Estimates, Profile Data. Available at <http://www.eia.gov/state/data.cfm?sid=CA#EnergyIndicators>. Accessed May 13, 2016.

Section 4.10 – Geology and Soils

American Geological Institute (AGI). 2009. *Living with Unstable Ground – Environmental Awareness Series*. Available at <http://www.americangeosciences.org/sites/default/files/UnstableGroundBook.pdf>.

Alquist-Priolo Earthquake Fault Zoning Act. 1972. California Public Resources Code, Division 2. Geology, Mines and Mining, Chapter 7.5 Earthquake Fault Zoning, Article 7.5 Index, 2621 – 2630. Available at <http://www.conservation.ca.gov/cgs/codes/prc/Pages/chap-7-5.aspx>.

California Department of Conservation (CDC). 2007. Landslide Maps. Available at <http://www.quake.ca.gov/gmaps/WH/landslidemaps.htm>.

California Geological Survey (CGS). 2013. Department of Conservation. Seismic Hazard Zonation Program. Available at http://www.conservation.ca.gov/cgs/shzp/Pages/SHMPrealdis.aspx#act_work.

California Seismic Safety Commission (CSSC). 2005. Homeowner's Guide to Earthquake Safety. Available at http://www.seismic.ca.gov/pub/CSSC_2005-01_HOG.pdf.

City of San Diego. 2008. City of San Diego General Plan. Available at <http://www.sandiego.gov/planning/genplan/#genplan>.

City of San Diego. 2015. Development Services Department; The San Diego Seismic Safety Study. Available at <http://www.sandiego.gov/development-services/industry/hazards/>.

County of San Diego. 2011. San Diego County General Plan Update EIR. August. Available at http://www.sandiegocounty.gov/content/dam/sdc/pds/gpupdate/docs/BOS_Aug2011/EIR/FEIR_2.06_-_Geology_2011.pdf.

County of San Diego. 2010. Multi-Jurisdictional Hazard Mitigation Plan. August.

Federal Emergency Management Agency (FEMA) Disaster Mitigation Act of 2000. 2000. Public Law 106–390. Available at <https://www.fema.gov/media-library/assets/documents/4596>.

State Mining and Geology Board (SMGB). 2007. State Mining and Geology Board Reclamation Regulations. Available at <http://www.conservation.ca.gov/smgb/Misc/Documents/Regulations%20and%20Statutes/smara%20regulations.pdf>.

Section 4.11 – Visual Effects and Neighborhood Character

California Department of Transportation (Caltrans). 2008. Scenic Highway Guidelines. Available at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/guidelines/scenic_hwy_guidelines_04-12-2012.pdf.

City of San Diego. 2008a City of San Diego General Plan – Land Use and Community Planning Element. Available at <http://www.sandiego.gov/planning/genplan/pdf/generalplan/landuse2010.pdf>.

City of San Diego. 2008b. City of San Diego General Plan – Urban Design Element. Available at <http://www.sandiego.gov/planning/genplan/pdf/generalplan/adoptedudelem.pdf>.

City of San Diego. 2012. San Diego Municipal Code Chapter 15 Zones.

City of San Diego. 2013a. Mission Valley Community Plan. Available at http://www.sandiego.gov/planning/community/profiles/missionvalley/pdf/mission_valley_cp_060613.pdf.

City of San Diego. 2013b. San Diego River Park Master Plan. Available at http://www.sandiego.gov/planning/programs/parkplanning/pdf/sdriverparkpdf/sdrp_master_plan_full.pdf.

City of San Diego. 2015a. San Diego Municipal Code –Chapter 15 Planned Districts, Article 14, Division 3. Available at <http://docs.sandiego.gov/municode/MuniCodeChapter15/Ch15Art14Division03.pdf>.

City of San Diego. 2015b. City of San Diego Planning Department - Community Profiles: Mission Valley. Available at <http://www.sandiego.gov/planning/community/profiles/missionvalley/>.

City of San Diego. 2015c. *Town & Country Master Plan*.

Department of Transportation (DOT). 2011. California Scenic Highway Mapping System. Available at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

National Scenic Byways Program (NSB). 2014. Learn About Byways. Available at http://www.fhwa.dot.gov/hep/scenic_byways/ and http://www.fhwa.dot.gov/byways/states/CA/maps/San_Diego.

Section 4.12 – Public Services and Facilities

California Department of Education (CDE). 2015. Overcrowded Schools. Available at <http://www.cde.ca.gov/ls/fa/co/>.

- Citygate. 2011. Fire Service Standards of Response Coverage Deployment Study for the City of San Diego Fire-Rescue Department. February 14, 2011. Available at <http://voiceofsandiego.org/wp-content/uploads/2013/07/citygate-associates-inc-fire-service-standards.pdf>. Accessed September 10, 2015.
- City of San Diego. 2008. *City of San Diego General Plan*. Available at <http://www.sandiego.gov/planning/genplan/>. Accessed June 18, 2015.
- City of San Diego. 2011. *California Environmental Quality Act Significance Determination Thresholds*. Development Services Department. January.
- City of San Diego Fire-Rescue Department (SDF-RD). 2015a. Telephone interview by AECOM planner Patricia Anders with Susan Infantino, Program Manager, San Diego Fire-Rescue Department. February 19.
- City of San Diego Fire-Rescue Department (SDF-RD). 2015b. Fire Stations. Available at <http://www.sandiego.gov/fire/about/firestations/index.shtml>. Accessed June 11, 2015.
- City of San Diego Fire-Rescue Department (SDF-RD). 2015c. Email correspondence between Meghan Haggblade, AECOM, and Susan Infantino, Program Manager, San Diego Fire-Rescue Department. August 31.
- City of San Diego Police Department (SDPD). 2015a. Neighborhood Divisions: Western Division. Available at <http://www.sandiego.gov/police/services/divisions/western/index.shtml>. Accessed on June 11, 2015.
- City of San Diego Police Department (SDPD). 2016. Memorandum from Richard Freedman, Lieutenant, Operational Support to Elizabeth Shearer-Nguyen, Senior Planner, City of San Diego Development Services Department. January 10, 2016.
- City of San Diego Police Department (SDPD). 2015c. Average Response Times by Priority by Beat, 2014. Obtained via Personal communication between Officer Humberto Hernandez, Media Services Unit, and Sheryll Del Rosario, AECOM.
- San Diego Association of Governments (SANDAG). 2015. SANDAG Data Surfer. Available at <http://datasurfer.sandag.org/>. Accessed June 24, 2015.
- San Diego Unified School District. 2015. Memo from Sarah Hudson of the Instructional Facilities Planning Department submitted to Meghan Haggblade, AECOM, via email.

Section 4.13 – Public Utilities

California Energy Commission. 2015. Carlsbad Energy Center Power Plant Project. Available at <http://www.energy.ca.gov/sitingcases/carlsbad/>. Accessed September 3, 2015.

California Integrated Waste Management Board (CIWMB). 1999. *Statewide Waste Characterization Study; Results and Final Report*. December.

California Integrated Waste Management Board (CIWMB). 2006. *Targeted Statewide Waste Characterization Study: Waste Disposal and Diversion Findings for Selected Industry Groups*. June.

CalRecycle. 2010. *How The Measurement System Works*. Available at <http://www.calrecycle.ca.gov/lgcentral/divmeasure/How2MSys.htm>.

CalRecycle. 2015. Solid Waste Information System Search. Available at <http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx>. Accessed June 19, 2015.

City of San Diego Public Utilities Department. 2012. *City of San Diego Long-Range Water Resources Plan (2002-2030)*. Available at <http://www.sandiego.gov/water/pdf/2012lrpwrfinalreport.pdf>. Accessed June 2015.

City of San Diego Public Utilities Department. 2014. *Annual Water Conservation Report Fiscal Year (FY) 2014*. Available at <http://www.sandiego.gov/water/pdf/purewater/2014/fy14annualwater140101.pdf>. Accessed: November 2015.

City of San Diego. 2015a. Public Utilities Department. Available at <http://www.sandiego.gov/publicutilities/index.shtml>. Accessed June 16, 2015.

City of San Diego. 2015b. Storm Water Division. Available at <http://www.sandiego.gov/stormwater/about/background.shtml>. Accessed June 17, 2015.

City of San Diego Public Utilities Water & Wastewater. 2016. *Water Supply Assessment Report Town and Country Project*. April.

County of San Diego. 2004. *Integrated Waste Management Plan*. April 15.

Dexter Wilson Engineering, Inc. 2016. *Water Systems Analysis for the Town & Country Project in the City of San Diego*. May.

Fusco Engineering (Fusco). 2015⁵⁷. *Hydrology and Hydraulics Study, Town & Country Hotel and Convention Center Transit Oriented Development Project*. March. Revised September.

Leppert Engineering Corporation 2016. *Town & Country Hotel and Convention Center Transit Oriented Development Project Waste Management Plan*. May 13.

Metropolitan Water District of Southern California (MWD). 2010. Regional Urban Water Management Plan. Prepared by The Metropolitan Water District of Southern California. 2010. Accessed June 2015.

Metropolitan Water District of Southern California (MWD). 2010. *Integrated Water Resources Plan*. Report No. 1373. Prepared by The Metropolitan Water District of Southern California. 2010. Accessed June 2015.

Metropolitan Water District of Southern California (MWD). 2015a. *Overview & Mission*. Available at <http://www.mwdh2o.com/WhoWeAre/Mission/Pages/default.aspx>. Accessed: June 2015.

Metropolitan Water District of Southern California (MWD). 2015b. *Storage & Delivery*. Available at <http://www.mwdh2o.com/AboutYourWater/Storage-And-Delivery/Pages/default.aspx>.

Metropolitan Water District of Southern California (MWD). 2015c. *Pipelines & Tunnels*. Available at <http://www.mwdh2o.com/AboutYourWater/Storage-And-Delivery/Pipelines-and-Tunnels/Pages/default.aspx>.

San Diego County Water Authority (SDCWA). 2010. Urban Water Management Plan. Prepared by the SDCWA Water Resources Department. June 2011.

San Diego Association of Governments (SANDAG). 2015. SANDAG Data Surfer. Available at <http://datasurfer.sandag.org/>. Accessed June 24, 2015.

Section 4.14 – Health and Safety

San Diego County Airport Land Use Commission (ALUC). 2010. *Montgomery Field Airport Land Use Compatibility Plan*.

- San Diego Airport Land Use Commission (ALUC). 2014. *San Diego International Airport Land Use Compatibility Plan*.
- California Environmental Protection Agency (Cal/EPA). 2012. Wildland Hazard and Building Codes, San Diego County FHSZ Map. Available at http://www.fire.ca.gov/fire_prevention/fhsz_maps_sandiego.php.
- California Environmental Protection Agency (Cal/EPA). 2014. Available at http://www.waterboards.ca.gov/centralvalley/board_decisions/tentative_orders/CALFIRE.
- CAL FIRE. 2012. Fire Hazard Severity Zone Maps. Available at http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones.
- City of San Diego. 2010. Administrative Regulation Number 1.01, Issue 8; Emergency Operations Procedures. October 22, 2010. Accessed May 5, 2016. Available at <https://www.sandiego.gov/sites/default/files/legacy/humanresources/pdf/ar/ar101.pdf>.
- Department of Toxic Substances Control (DTSC). 2008. Interim Guidance for Sampling Agricultural Properties (Third Revision). Available at http://www.energy.ca.gov/sitingcases/palmdale/documents/2011-02-02_Exhibits_FSA_TN-59585.pdf.
- Government Publishing Office 2015. Electronic Code of Federal Regulations. Available at <http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=14:2.0.1.2.9>.
- Office of Emergency Services (OES). 2010. *Multi-Jurisdictional Hazard Mitigation Plan*. Available at <http://www.sandiegocounty.gov/content/dam/sdc/oes/docs/2010-HazMit-Final-August-2010.pdf>.
- SCS Engineers. 2014. *Phase II Environmental Site Assessment; Soil Vapor Survey and Limited Human Health Risk Assessment*. May 7.
- SCS Engineers. 2016. *Phase I Environmental Site Assessment*. January 27.
- Solid Waste Information System (SWIS). 2014. Facility/Site Listing for San Diego County. Available at URL: <http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=San+Diego>.
- Unified Disaster Council (UDC). 2014. Operational Area Emergency Operations Plan, Annex Q – Evacuation. Available at <http://www.sandiegocounty.gov/content/dam/sdc/oes/>

[emergency_management/plans/op-area-plan/2014/2014-OA-EOP-Annex-Q-Evacuation.pdf](#).

U.S. Army Corps of Engineers (USACE). 2014. Formerly Used Defense Sites (FUDS) Inventory. Available at URL: https://environment.usace.army.mil/what_we_do/fuds/.

CHAPTER 7.0 – CUMULATIVE IMPACTS

California Energy Commission (CEC). 2014. 2013 Building Energy Efficiency Standards. Available at <http://www.energy.ca.gov/title24/2013standards/index.html>. Accessed October 2014.

County of San Diego. 2016. *BMP Design Manual*. For Permanent Site Design, Storm Water Treatment and Hydromodification Management. Storm Water Requirements for Development Applications. February 26.

City of San Diego. 2016. Town and Country Master Plan.

County of San Diego. 2016. *BMP Design Manual*. For Permanent Site Design, Storm Water Treatment and Hydromodification Management. Storm Water Requirements for Development Applications. February 26.

San Diego Gas and Electric (SDG&E). 2012. Long Term Procurement Plan (10 Years). March.

San Diego Unified School District. 2015. Memo from Sarah Hudson of the Instructional Facilities Planning Department submitted to Meghan Haggblade, AECOM, via email.

CHAPTER 8.0 – EFFECTS FOUND NOT TO BE SIGNIFICANT

City of San Diego. 2008. *City of San Diego General Plan 2008*. Adopted March 10.

This page intentionally left blank.

CHAPTER 13.0

PREPARERS OF THE ENVIRONMENTAL DOCUMENT

City of San Diego

Development Services Department

Elizabeth Shearer-Nguyen, Environmental Analysis Section
Raynard Abalos, LDR—Planning
Brenda Sylvester
Jack Canning, LDR—Engineering
Jim Quinn
Terre Lien, LDR—Landscape
Kamran Khaligh
Ann Gonsalvez

Planning Department

Craig Hooker, Park and Recreation
Kristen Forburger, MSCP
Nancy Graham, Planning—Long Range
Victoria White
Oscar Galvez III, Planning—Facilities Financing
Kelley Stanco, Planning—Historic

Public Utilities Department

Seevani Bista
George Adrian

San Diego Police Department

Michael Pridemore

Fire-Rescue Department

Larry Trame
Alan Arrolado

Environmental Services Department

Lisa Wood

AECOM, Inc.

401 West A Street, Suite 1200, San Diego, CA 92111

Yara Fisher – Principal Planner
Patricia Anders – Project Manager, Planner
Jason Paukovits – Senior Air Quality Specialist
Dallas Pugh – Senior Biologist
Trina Meiser – Senior Historic Preservation Planner
Christy Dolan – Senior Archaeologist, Senior Director
Chelsea Ohanesian – Environmental Planner I
Jessica Fernandes – Environmental Planner II
Amy Gardner – Senior Environmental Scientist, Water
Jeff Goodson – Senior Noise and Air Quality Specialist
Meghan Haggblade – Environmental Planner I
Sheryll DelRosario – Environmental Planner III
Daniel Brady – Graphics
Justin Sorensen – GIS
Therese Tempereau – Technical Editor
Marisa Fabrigas – Word Processor
Robin Rice – Word Processor