

Exhibit C

Mitigation Monitoring and Reporting Program (MMRP)

**Final Supplemental Environmental Impact Report for the Removal of the
Midway-Pacific Highway Community Planning Area from the Coastal Height
Limit**

SCH# 2022030324

July 2022

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Exhibit C

Mitigation Monitoring and Reporting Program (MMRP)

Final Supplemental Environmental Impact Report for the Removal of the Midway-Pacific Highway Community Planning Area from the Coastal Height Limit

City of San Diego

SCH# 2022030324

The California Environmental Quality Act (CEQA), Section 21081.6(a)(1), requires that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an Environmental Impact Report (EIR) to ensure that the mitigation measures are implemented. The MMRP specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

This MMRP is designed to ensure compliance with California Public Resources Code, Section 21081.6(a)(1), during implementation of mitigation measures. The MMRP for the Removal of the Midway-Pacific Highway Community Planning Area from the Coastal Height Limit (project) Final Supplemental Environmental Impact Report (Final SEIR) is under the jurisdiction of the City of San Diego. This MMRP identifies the department responsible for monitoring, what is to be monitored, how monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the MMRP will be maintained at the offices of the City of San Diego, Planning Department, which is currently located at 9485 Aero Drive, San Diego, California 92123. All mitigation measures outlined in Table 1, Mitigation Monitoring and Reporting Program, shall be made conditions of approval of the project as further described below. The 2018 Program Environmental Impact Report (2018 PEIR) comprehensively addressed the potential environmental effects of buildout of the 2018 Midway-Pacific Highway Community Plan (2018 Community Plan). This MMRP addresses the removal of the 30-foot Coastal Height Limit Overlay Zone in the Community Planning area (CP area). Where applicable, mitigation measures identified in the 2018 PEIR would mitigate the impacts of the project.

Table 1. Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Transportation and Circulation			
Intersections			
Lytton Street and Rosecrans Street in the AM and PM peak hours. (2018 PEIR Impact 5.2-7)	TRANS 5.2-7b: Partial Mitigation: Add second southbound left-turn lane from Lytton Street to eastbound Rosecrans Street and implement right-turn overlap phases at all legs of the intersection. This improvement is identified in the Midway-Pacific Highway Impact Fee Study.	Impacts remain significant and unavoidable. Traffic Study and Fair Share Contribution will be implemented on a project-by-project basis (prior to development permit approval).	City Development Services Department (DSD)
Freeway Segments			
Interstate (I-) 5 northbound (AM and PM peak hours) and southbound (PM peak hour) from Clairemont Drive to Sea World Drive. (2018 PEIR Impact 5.2-17)	TRANS 5.2-17: SANDAG's Regional Plan identifies the construction of a managed lane along this segment to be completed by Year 2050. There is some uncertainty related to the actual improvements and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	California Department of Transportation (Caltrans)/DSD
I-5 northbound from Sea World Drive to I-8 in the AM and PM peak hours. (2018 PEIR Impact 5.2-18)	TRANS 5.2-18: SANDAG's Regional Plan identifies the construction of a managed lane along this segment to be completed by Year 2050. There is some uncertainty related to the actual improvements and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	Caltrans/DSD

Table 1. Mitigation Monitoring and Reporting Program

Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
I-5 northbound from Old Town Avenue to Washington Street in the AM and PM peak hours. (2018 PEIR Impact 5.2-19)	TRANS 5.2-19: SANDAG's Regional Plan identifies operational improvements along this segment to be completed by Year 2050. There is some uncertainty related to the actual improvements and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	Caltrans/DSD
I-8 eastbound from Morena Boulevard to Hotel Circle Drive in the PM peak hour. (2018 PEIR Impact 5.2-20)	TRANS 5.2-20: SANDAG's Regional Plan identifies operational improvements along this segment to be completed by Year 2050. There is some uncertainty related to the actual improvements and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	Caltrans/DSD
I-5 southbound from I-8 to Old Town Avenue in the PM peak hour. (2018 PEIR Impact 5.2-21)	TRANS 5.2-21: SANDAG's Regional Plan identifies operational improvements along this segment to be completed by Year 2050. There is some uncertainty related to the actual, improvements and associated traffic impacts that will materialize over time. Future development projects' transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	Caltrans/DSD

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Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
I-5 southbound from Washington Street to Pacific Highway in the PM peak hour. (2018 PEIR Impact 5.2-22)	TRANS 5.2-22: SANDAG’s Regional Plan identifies operational improvements along this segment to be completed by Year 2050. There is some uncertainty related to the actual improvements and associated traffic impacts that will materialize over time. Future development projects’ transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	Caltrans/DSD
I-5 southbound from Laurel Street to Hawthorn Street in the PM peak hour. (2018 PEIR Impact 5.2-23)	TRANS 5.2-23: SANDAG’s Regional Plan identifies operational improvements along this segment to be completed by Year 2050. There is some uncertainty related to the actual improvements and associated traffic impacts that will materialize over time. Future development projects’ transportation studies would be able to more accurately identify individual project-level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the funding identified in the Revenue Constrained Network.	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	Caltrans/DSD
Ramp Meters			
I-5 southbound/Sea World Drive in the PM peak hour. (2018 PEIR Impact. 5.2-24)	TRANS 5.2-24: The City of San Diego shall coordinate with Caltrans to address ramp capacity at this impacted ramp location. Particularly, this impact could be reduced to less than significant by the following improvements: additional lanes, interchange reconfigurations, the implementation of a second interchange between Sea World Drive and Clairemont Drive (which is not currently included in the San Diego Forward Plan), and	Impacts remain significant and unavoidable. Community Plan buildout will occur over the planning horizon, and traffic improvements (mitigation) will be prioritized and implemented based on need and ability to secure full funding.	Caltrans/DSD

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	Transportation Demand Management as described in the Mobility Element in policies ME-7.1 through 7.9. However, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Additionally, the proposed Community Plan Update (CPU) includes a variety of transit, pedestrian, and bicycle facilities that may help to reduce single-occupancy vehicle travel, which can help improve ramp capacity. Still, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements.		
Visual Effects and Neighborhood Character			
Implementation of the project would result in increased building height that could obstruct scenic vistas and views from public viewing locations outside the CP area.	No mitigation identified.	Impacts remain significant and unavoidable. Implementation of selective height restrictions would not be feasible because it would limit the City's ability to provide a diverse range of housing types to accommodate the density approved in the 2018 Community Plan and may impede the ability to develop a wide range of housing types and would be inconsistent with the City's objective of providing housing for a variety of people.	Not applicable
Implementation of the project has the potential to result in a substantial adverse alteration to the character of the CP area and its surroundings.	No mitigation identified.	Impacts remain significant and unavoidable. Implementation of selective height restrictions would not be feasible because it would limit the City's ability to provide a diverse range of housing types to accommodate the density approved	Not applicable

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		in the 2018 Community Plan and may impede the ability to develop a wide range of housing types and would be inconsistent with the City's objective of providing housing for a variety of people.	
Historical and Tribal Cultural Resources			
Implementation of the project could result in an alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted Community Plan and current zoning. (2018 PEIR Impact 5.3-1)	<p>HIST 5.3-1: Prior to issuance of any permit for a development project implemented in accordance with the project that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Historical Resources Guidelines.</p> <p>Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:</p> <ul style="list-style-type: none"> • Preparing a Historic Resource Management Plan; • Adding new construction that is compatible in size, scale, materials, color, and workmanship to the historical resource (such additions, whether portions of existing buildings or 	Mitigation will be implemented on a project-by-project basis (prior to demolition, grading, and/or building permit).	DSD

Table 1. Mitigation Monitoring and Reporting Program

Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>additions to historic districts, shall be clearly distinguishable from historic fabric);</p> <ul style="list-style-type: none"> • Repairing damage according to the Secretary of the Interior’s Standards for Rehabilitation; • Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and • Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning. <p>Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, identify potential impacts from a project, and evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified, these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.</p>		
<p>Implementation of the project could adversely impact a prehistoric or historic archaeological resource including religious or sacred use sites and human remains. (2018 PEIR Impact 5.3-2)</p>	<p>HIST 5.3-2: Prior to issuance of any permit for a future development project implemented in accordance with the project that could directly affect an archaeological or tribal cultural resource, the City shall require that the following steps be taken to determine (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources that may be impacted by a</p>	<p>Mitigation will be implemented on a project-by-project basis (prior to demolition, grading, and/or building permit).</p>	<p>DSD</p>

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	<p>development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.</p> <p>Initial Determination The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g., Archaeological Sensitivity Maps, the Archaeological Map Book, and the City’s “Historical Inventory of Important Architects, Structures, and People in San Diego”) and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.</p> <p>Step 1 Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing,</p>		

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	<p>and analysis. Before actual field reconnaissance would occur, background research is required, which includes a records search at the SCIC [South Coastal Information Center] at San Diego State University. Site records from the San Diego Museum of Man are now included in the data provided by the SCIC; however, in some instances, supplemental research at the Museum of Man may be required. A review of the Sacred Lands File maintained by the NAHC [Native American Heritage Commission] must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.</p> <p>In addition to the records searches mentioned above, background information may include, but is not limited to, examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.</p> <p>Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in</p>		

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	<p>the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.</p> <p>Step 2 Where a recorded site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Sections 21080.3.1 and 21080.3.2., in accordance with AB 52. It should be noted that during the consultation process, tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource that also could be a prehistoric archaeological site. A testing program may be recommended, which requires reevaluation of the project in consultation with the Native American representative, which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified</p>		

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	<p>archaeologist and Native American representative). The archaeological testing program, if required, shall include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the project.</p> <p>The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effects, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant</p>		

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	<p>as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicate there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.</p> <p>Step 3 Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable, or project-specific mitigation measures will be incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA Section 21083.2.</p>		

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Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<p>The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.</p> <p>A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effects of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the MMRP [Mitigation Monitoring and Reporting Program] included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the</p>		

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	<p>written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.</p> <p>Step 4 Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.</p> <p>Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g., collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.</p>		

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	<p>Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation “Archaeological Resource Management Reports: Recommended Contents and Format” (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects that result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.</p> <p>Step 5 For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information,</p>		

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	<p>and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one that has the proper facilities and staffing for ensuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial-related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.</p> <p>Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources are suspected to be recovered, the treatment and</p>		

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	disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the CFR [Code of Federal Regulations], Part 79. Additional information regarding curation is provided in Section II of the Guidelines.		
Implementation of the project could adversely impact a tribal cultural resource. (2018 PEIR Impact 5.3-3)	HIST 5.3-2, as described above.	Mitigation will be implemented on a project-by-project basis.	DSD
Noise			
A significant noise impact due to construction noise would occur if noise-sensitive receptors are exposed to 12-hour community noise equivalent (Leq) levels of 75 A-weighted decibel (dBA) or higher between the hours of 7:00 a.m. to 7:00 p.m. or noise generated from construction activity during nighttime hours (7:00 p.m. to 7:00 a.m.), legal holidays, or Sundays. (2018 PEIR Impact 5.5-4)	<p>NOISE 5.5-2: At the project level, future discretionary projects will be required to incorporate feasible mitigation measures. Typically, noise can be controlled to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is limited to one construction season (typically 1 year) or less.</p> <ul style="list-style-type: none"> Construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Construction is not allowed on legal holidays as specified in Section 21.04 of the SDMC, with exception of Columbus Day and Washington's Birthday, or on Sundays (consistent with Section 59.5.0404 of the SDMC). 	Mitigation will be implemented on a project-by-project basis (during construction).	DSD

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	<ul style="list-style-type: none"> • Equip all internal combustion engine-driven equipment with appropriately-sized intake and/or exhaust mufflers that are properly operating and maintained consistent with manufacturer’s standards. • Stationary noise-generating equipment (e.g., compressors or generators) shall be located as far as possible from adjacent residential receivers and oriented so that emitted noise is directed away from sensitive receptors, whenever feasible. • If levels are expected to potentially exceed SDMC thresholds, temporary noise barriers with a minimum height of 8 feet shall be located around pertinent active construction equipment or entire work areas to shield nearby sensitive receivers. • Utilize “quiet” air compressors, generators, and other stationary noise sources where technology exists. • The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance. • Designate a “disturbance coordinator” who would be responsible for receiving and responding to any complaints about construction noise or vibration. The disturbance coordinator will determine the cause of the noise complaint and, if identified as a sound generated by 		

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	construction area activities, will require that reasonable measures be implemented to correct the problem.		
If future pile driving occurs within the distances to structures or receivers reported in Table 5.5-7 (see Attachment A), a significant impact associated with vibration would result. (2018 PEIR Impact 5.5-5)	<p>NOISE 5.5-3: For discretionary projects where construction would include vibration-generating activities, such as pile-driving, within the distances of specific structures listed in Table 5.5-7, site-specific vibration studies shall be conducted to ensure the development project would not adversely affect adjacent properties to the satisfaction of the Chief Building Official. Such efforts shall be conducted by a qualified structural engineer and could include:</p> <ul style="list-style-type: none"> • Identify sites that would include vibration compaction activities such as pile-driving and have the potential to generate groundborne vibration and the sensitivity of nearby structures to groundborne vibration. • Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits. • Monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements. • Designate a “disturbance coordinator” who would be responsible for receiving and 	Mitigation will be implemented on a project-by-project basis (prior to development permit approval, during construction, and after construction, as needed).	DSD

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	<p>responding to any complaints about construction vibration. The disturbance coordinator will determine the cause of the noise complaint and will require that reasonable measures be implemented to correct the problem.</p> <ul style="list-style-type: none"> • When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures. • Conduct post-activity survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities. 		
Paleontological Resources			
<p>Grading activities associated with future discretionary projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, could result in significant impacts to paleontological resources. (2018 PEIR Impact 5.14-1)</p>	<p>PALEO 5.14-1: Prior to the approval of subsequent discretionary development projects implemented in accordance with the proposed Midway-Pacific Highway CPU [Community Plan Update], the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the project application submitted and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Determination Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at</p>	<p>Mitigation will be implemented on a project-by-project basis (prior to development permit approval).</p>	<p>DSD</p>

Table 1. Mitigation Monitoring and Reporting Program

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	<p>the project level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.</p> <p>I. Prior to Project Approval</p> <p>a. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable United States Geological Survey Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:</p> <ul style="list-style-type: none"> • Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/rock unit. • Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit. • Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix. <p>b. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required and any identified resources shall be recovered.</p>		

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Potential Significant Impact	Mitigation Measure	Time Frame of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	<ul style="list-style-type: none"> • Monitoring is always required when grading on a fossil recovery site or a known fossil location. • Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum). • Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded, and/or unweathered geologic deposits/formations/ rock units are present at the surface. • Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating, a Paleontological Mitigation Monitoring and Reporting Program shall be implemented during construction grading activities. 		
<p>Grading activities associated with future ministerial projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater into high sensitivity formations, could result in significant impacts to paleontological resources. (2018 PEIR Impact 5.14-2)</p>	<p>PALEO 5.14-1, as described above.</p>	<p>Mitigation will be implemented on a project-by-project basis (prior to development permit approval).</p>	<p>DSD</p>

Attachment A

Vibration Source Levels for Construction Equipment and Applicable Criteria		
Structure Type	Maximum Distance (feet) for Potential Structural Damage	Maximum Distance (feet) for “Strongly Perceptible” Human Response
Historic and some old buildings	129	300
Older residential structures	109	300
New residential structures	69	300
Modern industrial and commercial buildings	69	300
Note: Structure types, damage thresholds, and human perception thresholds used in the calculation of these values are found in Tables 19 and 20 of the Caltrans Transportation and Construction Vibration Guidance Manual (2013)		