



**Draft Initial Study/Environmental  
Checklist and Mitigated Negative  
Declaration for the  
Unitarian Universalist Fellowship  
San Dieguito Improvement Project  
Solana Beach, California**

*Prepared for*

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A:	Air Quality CalEEMod Emission Calculation Output, RECON Environmental, Inc., August 28, 2019
B:	Biological Resources Report, RECON Environmental, Inc., December 3, 2019
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F:	SoundPLAN Construction Noise Output, RECON Environmental, Inc., August 29, 2019

## 1.0 Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines, as revised. This IS/MND evaluates the environmental effects of the Unitarian Universalist Fellowship San Dieguito Improvement Project.

The IS/MND includes the following components:

- A Draft MND and the formal findings made by the City of Solana Beach (City) that the project would not result in any significant effects on the environment, as identified in the CEQA IS Checklist.
- A detailed project description.
- The CEQA IS Checklist, which provides standards to evaluate the potential for significant environmental impacts from the project, and is adapted from Appendix G of the CEQA Guidelines. The project is evaluated in 19 environmental issue categories to determine whether the project's environmental impacts may be significant in any category. Brief discussions are provided that further substantiate the project's anticipated environmental impacts in each category.

Because the project fits into the definition of a "project" under Public Resources Code Section 21065 requiring discretionary approvals by the City, and because it could result in a significant effect on the environment, the project is subject to CEQA review. The IS Checklist was prepared to determine the appropriate environmental document to satisfy CEQA requirements: an Environmental Impact Report (EIR), a Mitigated Negative Declaration (MND), or a Negative Declaration (ND). The analysis in this IS Checklist supports the conclusion that the project may result in significant environmental impacts, but (1) revisions in the project plans or proposals made by or agreed to by the applicant before a proposed MND and IS are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the City, that the project as revised may have a significant effect on the environment; therefore, an MND has been prepared.

This IS/MND will be circulated for 30 days for public and agency review, during which time individuals and agencies may submit comments on the adequacy of the environmental review. Following the public review period, the City Council will consider any comments received on the IS/MND when deciding whether to adopt the MND.

## 2.0 Project Description

### 1. Project Name:

Unitarian Universalist Fellowship San Dieguito (UUFSD) Improvement Project

### 2. Lead Agency:

City of Solana Beach  
635 South Highway 101  
Solana Beach, CA 92075-2215

### 3. Contact Person and Phone Number:

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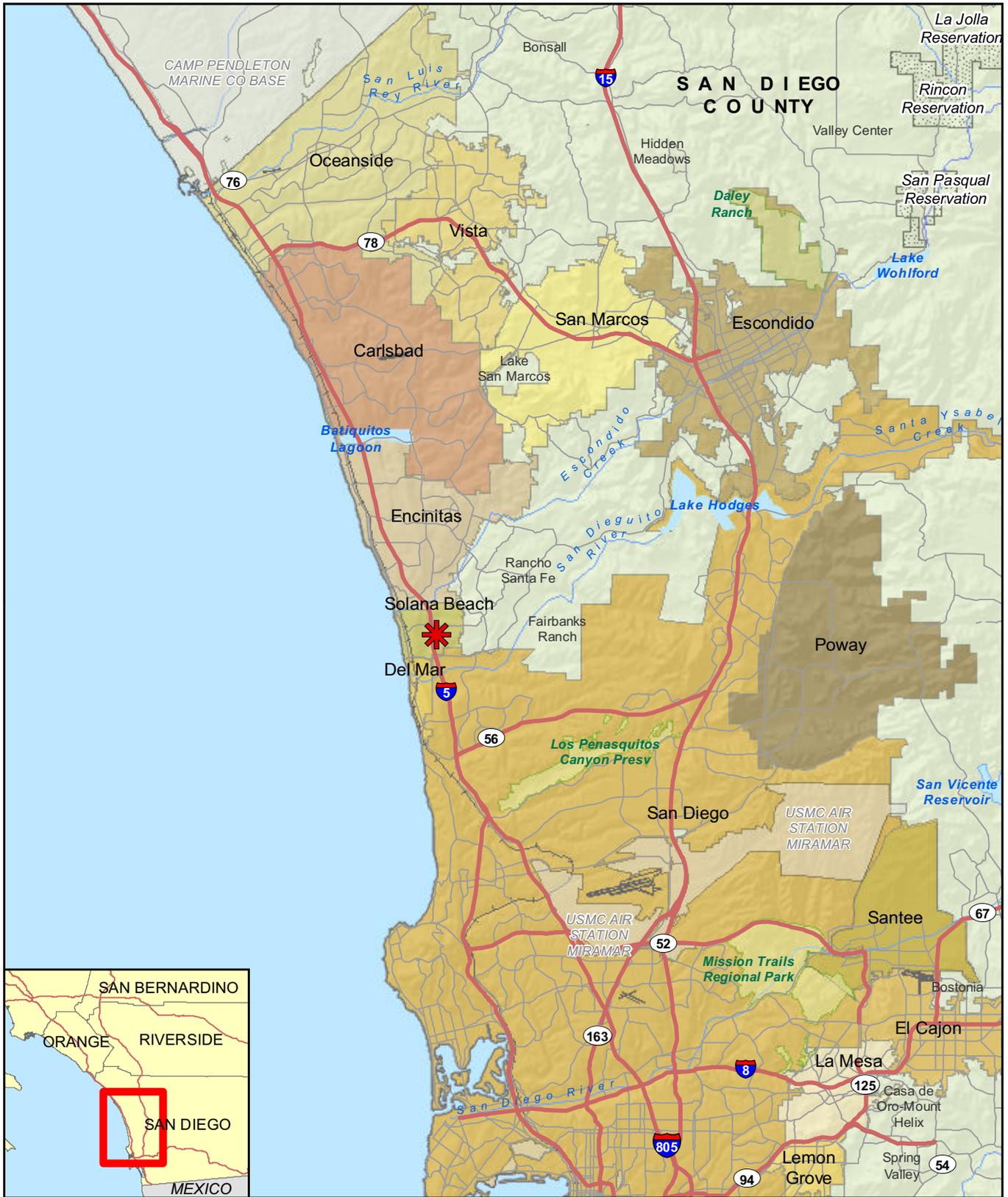
### 4. Project Location:

The 6.51-acre UUFSD campus is located within the City of Solana Beach at 1036 Solana Drive (Figure 1). The project is located in an un-sectioned portion in Township 14 South and Range 4 West on the U.S. Geological Survey (USGS) Del Mar, California 7.5-minute quadrangle (USGS 1994; Figure 2). The UUFSD campus is located south of San Andreas Drive and north of Solana Drive, just to the east of Interstate 5 (I-5; Figure 3). The property lies within the coastal zone.

### 5. Project Applicant/Sponsor:

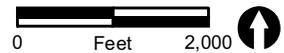
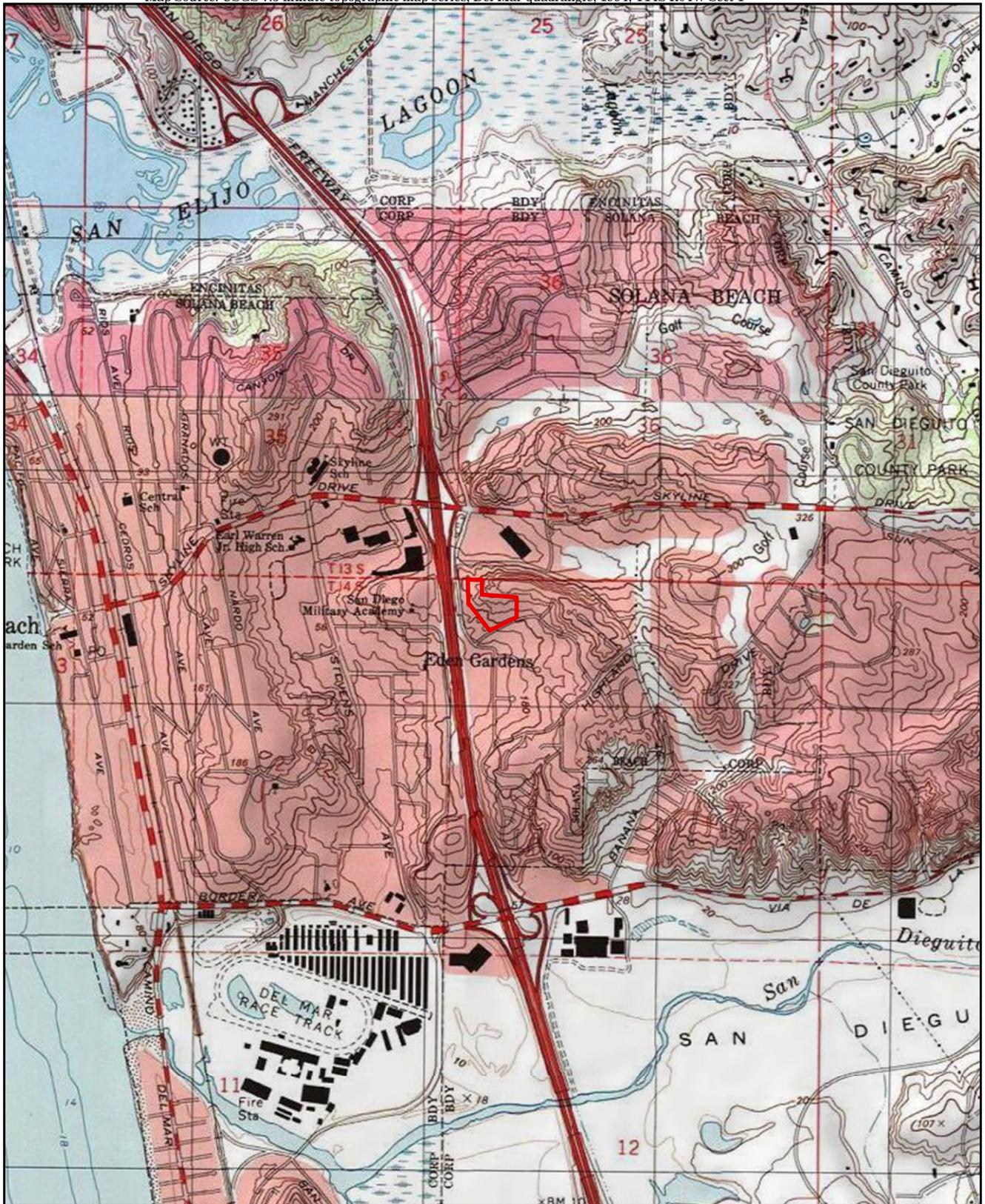
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Owner  
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1036 Solana Drive  
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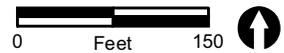


 Project Location

**FIGURE 1**  
Regional Location



 Project Boundary



 Project Boundary

FIGURE 3

Project Location on Aerial Photograph

**6. General Plan Designation:**

Estate Residential

**7. Zoning:**

ER-2 Estate Residential within the Hillside Overlay Zone and Dark Sky Area

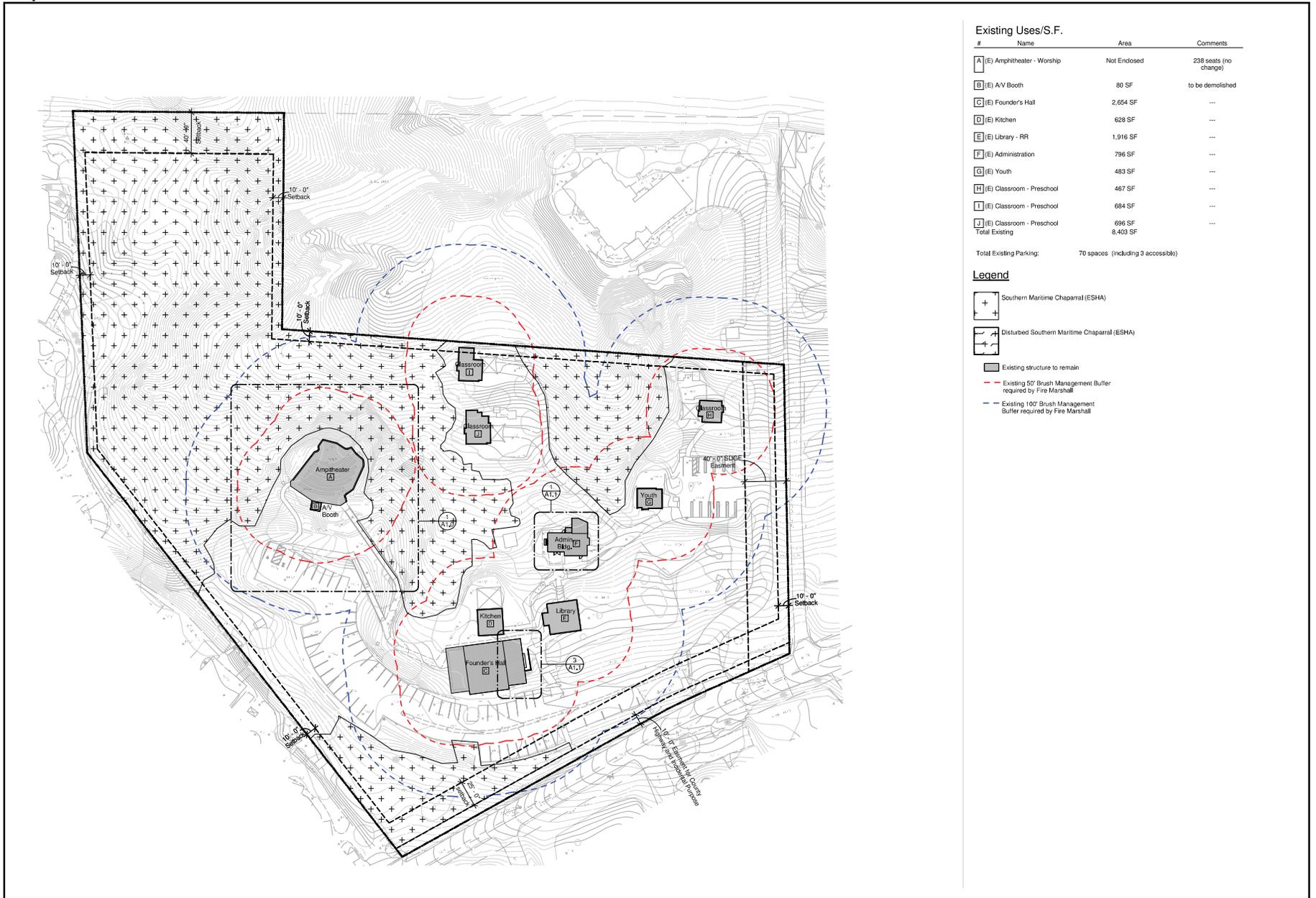
**8. Description of Project:**

The Unitarian Universalist Fellowship of San Dieguito (UUFSD) is an existing church campus located in Solana Beach, California. The church campus is primarily an outdoor facility, but includes existing structures such as a 238-seat outdoor amphitheater, an indoor meeting place known as Founders Hall, an administrative center, a library, a youth center, and three preschool classrooms. Support facilities on the campus include an audio/visual (A/V) booth, and a kitchen. The UUFSD Improvement Project (project) would not introduce new uses or expand existing uses, but would make site improvements to meet existing demand for the church campus. The existing site plan is shown in Figure 4. The proposed site plan is shown in Figure 5. Proposed project improvements on an aerial photograph are shown in Figure 6. Tables 1 through 3 provide a comparison of the dimensions of the existing church campus features with the dimensions of the proposed buildings.

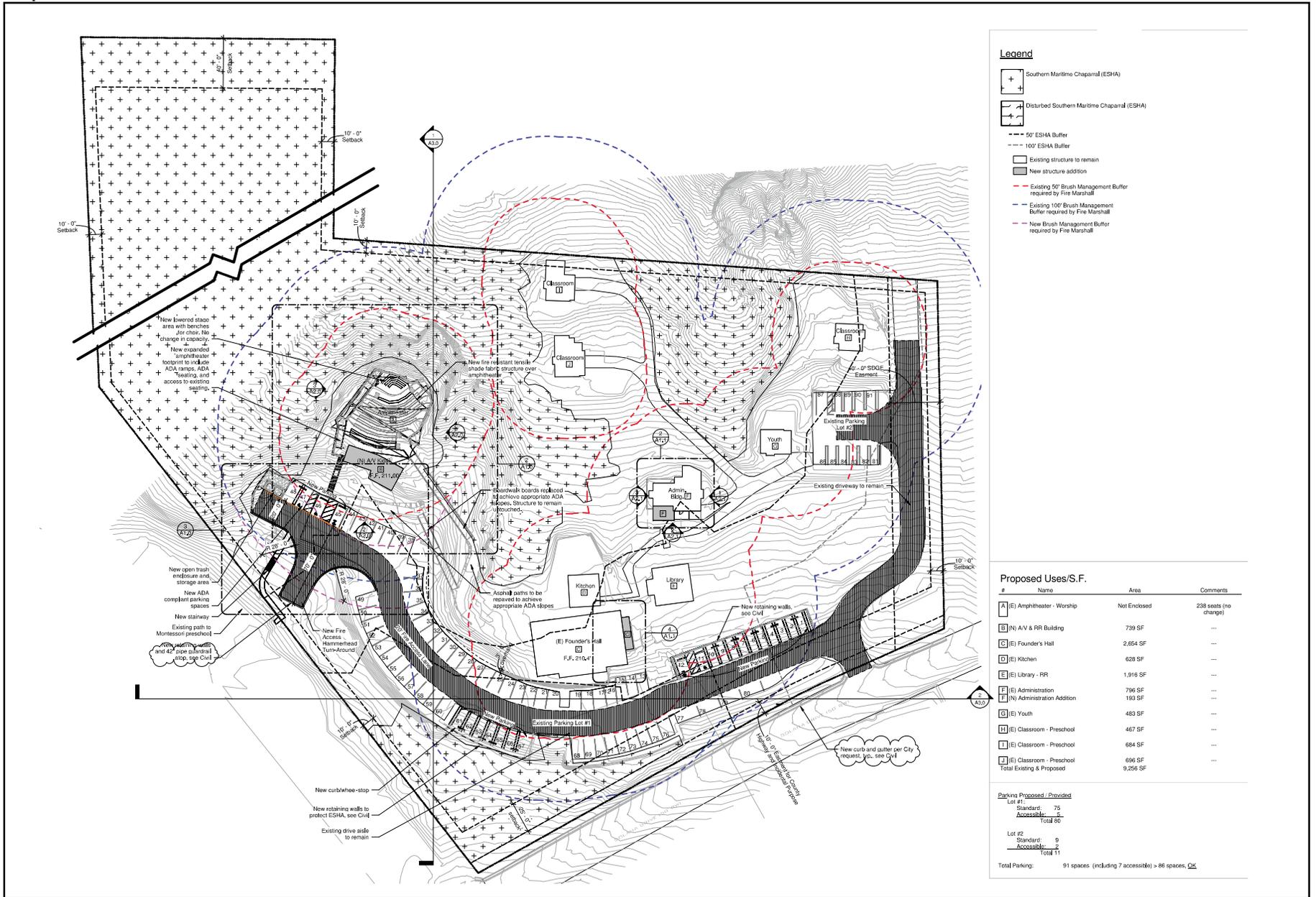
The project proposes to implement the following site improvements on the existing church campus:

- The project would make the following improvements to the existing amphitheater:
  - Install a new fire-resistive tensile fabric shade structure above the existing amphitheater. This new feature would provide shade for 2,930 square feet of the seating area.
  - Shorten several existing amphitheater benches to introduce space for three Americans with Disabilities Act (ADA) wheelchair compliant seats. The new ADA spaces allowing for wheelchair access would be located at the end of existing rows of amphitheater seating.
  - Raise the height of the last row of existing amphitheater seating to improve views of the amphitheater.
  - Add two new rows of amphitheater seating behind the last row of existing amphitheater seating. One of these two new rows will include one ADA compliant space. The total number of seats in the post-project condition will equal the current number of seats in the existing condition, which equals 238 seats measured at 18 inches of clear space per seat.
  - Raise the stage area of the existing amphitheater six inches.
  - Introduce benches for a choir on the stage of the amphitheater. Choir members would sit within the amphitheater seating for the majority of the service and only sit on the new benches for a brief period to sing during Sunday services.
  - Install an ADA compliant ramp on the west side of the existing amphitheater to provide public access to the amphitheater and to existing seating.

- The project would replace the existing 80-square-foot A/V shack with a 739-square-foot building composed of an A/V booth and ADA restrooms that would be accessible from the public pathways, and a dressing room.
- The project would make the following improvements to existing public access pathways, ramps, and elevated walkways as shown in Figure 5 to meet ADA guidelines:
  - Replace the dangerously sloped path used for egress located west of the proposed A/V building with a stairway.
  - Replace the boardwalks leading to the Amphitheater with boards to reach consistency with applicable ADA slope requirements. Size and width will remain the same.
  - Reboard, repave, or slurry all paths leading to the Amphitheater where necessary to reach consistency with applicable ADA slope requirements.
  - Replace the path from the existing parking lot to the Montessori School on the adjacent site.
- Construct a new 2,925-square-foot parking lot hammerhead turn-around that is required by the Fire Marshal to service the existing site in its current condition.
- Introduce two new pervious paved parking lots (total 3,855 square feet) that would provide an additional 17 standard parking spaces and 4 accessible spaces.
- Expand the existing Administrative Office by 193 square feet on the ground floor over the existing brick patio.
- Improve Founders Hall by introducing a covered roof over the existing patio and replacing the existing double doors with a new multi-fold door.
- Construct a new 375-square-foot open trash/storage area southwest of the amphitheater adjacent to the proposed western parking lot and hammerhead turn-around.
- Install new sewer and water connections to the amphitheater within the existing parking lot.
- Install new curbs along Solana Drive in front of the property.
- Implementation of the project would require a net soil import of 805.32 cubic yards (259.75 cubic yards of cut soil that will be taken off-site and 1,065.07 cubic yards of fill soil that will be imported to the project site).



**FIGURE 4**  
Existing Site Plan



- Legend**
- Southern Maritime Chaparral (ESHA)
  - Disturbed Southern Maritime Chaparral (ESHA)
  - 50' ESHA Buffer
  - 100' ESHA Buffer
  - Existing structure to remain
  - New structure addition
  - Existing 50' Brush Management Buffer required by Fire Marshall
  - Existing 100' Brush Management Buffer required by Fire Marshall
  - New Brush Management Buffer required by Fire Marshall

**Proposed Uses/S.F.**

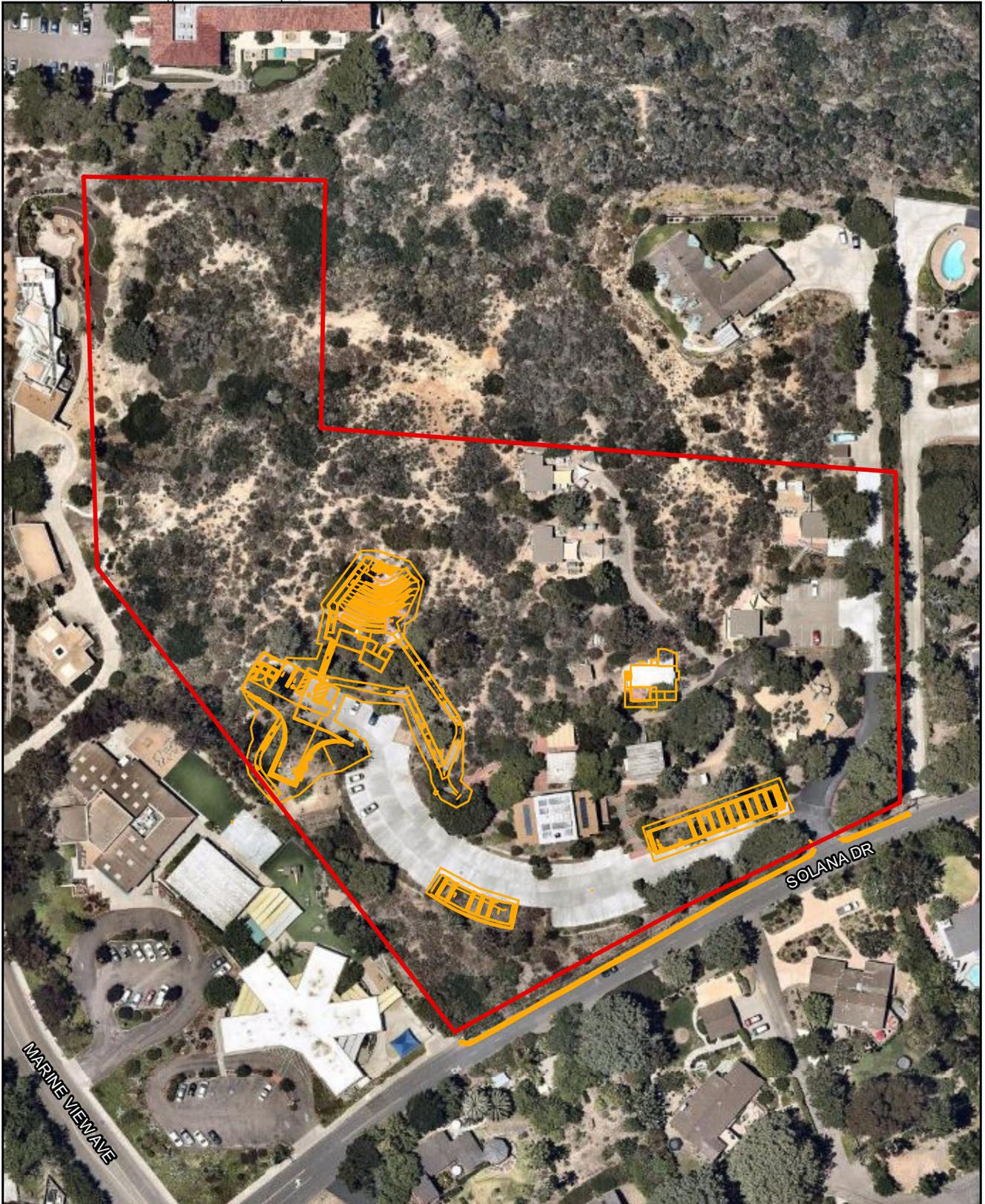
#	Name	Area	Comments
[A] (E)	Amphitheater - Worship	Not Enclosed	238 seats (no change)
[B] (N)	AV & RR Building	739 SF	---
[C] (E)	Founder's Hall	2,854 SF	---
[D] (E)	Kitchen	628 SF	---
[E] (E)	Library - RR	1,916 SF	---
[F] (E)	Administration	796 SF	---
[F] (N)	Administration Addition	193 SF	---
[G] (E)	Youth	483 SF	---
[H] (E)	Classroom - Preschool	467 SF	---
[I] (E)	Classroom - Preschool	684 SF	---
[J] (E)	Classroom - Preschool	696 SF	---
<b>Total Existing &amp; Proposed</b>		<b>9,256 SF</b>	---

**Parking Proposed / Provided**

Lot #1	Standard:	75
	Accessible:	5
	<b>Total</b>	<b>80</b>
Lot #2	Standard:	9
	Accessible:	2
	<b>Total</b>	<b>11</b>
<b>Total Parking:</b> 91 spaces (including 7 accessible) > 86 spaces, <b>OK</b>		



**FIGURE 5**  
Proposed Site Plan



— Site Improvements

□ Project Boundary

FIGURE 6  
Proposed Site Improvements

<b>Table 1 Existing and Proposed Building Square Footages (Gross)</b>			
<b>Building Name</b>	<b>Existing Building</b>	<b>New Proposed Building Change</b>	<b>New Total Building</b>
(E) Amphitheater	0	0	0
(E) A/V Booth	80	-80 (demolish)	0
(N) A/V, RRs, Dressing Room	-	+739	739
(E) Founders Hall	2,654	0	2,654
(E) Kitchen	628	0	628
(E) Library	1,916	0	1,916
(E) Administrative Building	796	+193 (addition)	989
(E) Youth	483	0	483
(E) Classroom - Preschool	467	0	467
(E) Classroom - Preschool	684	0	684
(E) Classroom - Preschool	696	0	696
(N) Trash/Storage Enclosure (accessory building)	-	+375	375
<b>Total</b>	<b>8,404</b>	<b>+1,227</b>	<b>9,631</b>

(E): existing; (N): new; A/V = audiovisual; RR = restrooms

<b>Table 2 Existing and Proposed Building and Structure Heights</b>		
<b>Building Name</b>	<b>Maximum Height above Existing Grade</b>	<b>Maximum Height above Finished Grade</b>
(N) Tensile Fabric Shade Structure over (E) Amphitheater	23 feet 9 inches	23 feet 9 inches
(N) A/V, RRs, Dressing Room	17 feet 11 inches	17 feet 11 inches
(N) Trash/Storage Enclosure	8 feet 0 inches	8 feet 0 inches
(N) Administrative Building 193 sf addition	11 feet 0 inches	11 feet 0 inches
(N) Founders Hall Covered Roof over the Existing Patio	12 feet 9 inches	12 feet 9 inches

NOTE: Maximum Allowable Height = 25' – 0" above existing grade.  
 (E): existing; (N): new; A/V = audiovisual; RR = restrooms; sf = square feet

<b>Table 3 Existing and Proposed Lot Coverage (square feet)</b>			
<b>Type</b>	<b>Existing Site</b>	<b>New Proposed Site Change</b>	<b>New Total Site</b>
Paved Area	45,199	+7,194	52,393
Landscaped Area	50,851	+15,288	66,139
Unimproved Area	183,770	-22,482	161,288
<b>Total</b>	<b>279,820</b>	<b>-</b>	<b>279,820</b>

**9. Surrounding Land Use(s) and Project Setting:**

The project site is located on the southern flank of an existing hill. Elevations in the project area range from 180 feet above mean sea level to 250 feet above mean sea level. The project site consists of an existing church campus surrounded by small patches of native vegetation along steep slopes and hillsides. Land uses east and south of the project site consist primarily of residential uses, along with some commercial development to the south. Land uses north of the project site consist of a commercial shopping center. A residential property is located immediately west of the project site, as well as Interstate 5 further to the west.

**10. Required Approvals:**

- Conditional Use Permit
- Development Review Permit
- Structure Development Permit
- Hillside Overlay Zone Variance

**11. Other Required Agency Approvals or Permits Required:**

Coastal Development Permit to be reviewed by the California Coastal Commission

**12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The City has initiated consultation with the Native American tribes consistent with the requirements of Assembly Bill 52 (AB 52). Tribes who are traditionally and culturally affiliated with the geographic area of the project were invited to consult regarding potential impacts to tribal cultural resources. None of the Native American tribes who were contacted requested consultation.

**13. Summary of Environmental Factors Potentially Affected:**

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

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

### 3.0 Draft Mitigated Negative Declaration

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
- I find that, although the proposed project might have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made, or agreed to, by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
- I find that the proposed project might have a significant effect on the environment and/or deficiencies exist relative to the City's General Plan Quality of Life Standards, and the extent of the deficiency exceeds the levels identified in the City's Environmental Quality Regulations pursuant to Zoning Code Article 47, Section 33-924 (b), and an ENVIRONMENTAL IMPACT REPORT shall be required.
- I find that the proposed project might have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment, but at least one effect: (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT shall be required, but it shall analyze only the effects that remain to be addressed.
- I find that, although the proposed project might have a significant effect on the environment, no further documentation is necessary because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project.

## 4.0 Initial Study Checklist

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

## 4.1 Aesthetics

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

Exhibit 4 of the City’s General Plan Open Space and Conservation Element shows that the project site is not located within the view corridor of an established scenic viewpoint (City of Solana Beach 2010). Similarly, the City overlay map does not identify the project site as subject to the Scenic Overlay Area. The project site is surrounded by existing vegetation and slight hills that obscure views from surrounding land uses. Consequently, improvements to the project site would not readily be visible to those who are not visiting the church campus. Therefore, the project would not have a substantial adverse effect on a scenic vista. No impact would occur.

**b. Less Than Significant Impact**

There are no rock outcroppings or historic buildings on-site. Additionally, the project site is not visible from Highway 101, Lomas Santa Fe Drive, or Plaza Street, which are either entirely or partially identified as scenic roadways in Exhibit 4 of the City General Plan Open

Space and Conservation Element (City of Solana Beach 2010). Therefore, the project would not substantially damage scenic resources, and impacts would be less than significant.

**c. Less Than Significant Impact**

Project improvements would be similar in visual character with the existing church campus. Expansion of the existing Administrative Office and improvements to Founders Hall would be designed to be consistent with the scale, bulk, and visual quality of the existing buildings. Similarly, the new building that would replace the existing A/V building and new open trash/storage area would be designed to match the existing visual character of other structures within the existing church campus. The proposed shade structure would be designed consistent with the visual character of the existing amphitheater and would not dramatically alter the visual quality of the existing church campus. The project improvements would represent a slight increase in development on-site and would not dramatically alter the natural scenic quality of the church campus.

The project site is subject to the Hillside Overlay Zone. As described in Section 4.11b below, the project is requesting a variance from the Hillside Overlay Zone to allow modification of slopes exceeding 25 percent grade surrounding the existing amphitheater and the existing parking lot. These slopes requiring modification are not natural slopes and were created during construction of the existing church campus. Therefore, the project would not modify natural slopes, and the modification of unnatural slopes would not degrade the existing visual character of the project site.

As applicable, project improvements would be designed in a manner that would minimize visibility and integrate with the surrounding natural environment, which would ensure that project improvements would not contrast with the visual character of the surrounding hillsides. Therefore, project improvements would not substantially degrade the existing character or quality of public views of the site and its surroundings, and impacts would be less than significant.

**d. Less Than Significant Impact**

New lighting associated with proposed structures would be similar to existing lighting on the church campus and would comply with Solana Beach Municipal Code [SBMC] Section 17.60.060 Exterior Lighting Regulations. These regulations are intended to control excessive or unnecessary outdoor light emissions and prevent unwanted illumination on adjacent premises within the city. Per these regulations, all on-site project lighting shall be stationary, directed away from adjacent properties and public rights-of-way, and appropriate to the use it is serving. Compliance with these regulations would include appropriate shielding and other measures to prevent spillover and impacts to nighttime skies. Implementation of these lighting measures would also ensure consistency with the regulations of the Dark Sky Area Overlay Zone (SBMC Section 17.60.060.C). Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and impacts would be less than significant.

## 4.2 Agriculture and Forestry Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220[g]), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104[g])?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a – e. No Impact**

The project site and surrounding properties are not identified as prime farmland, unique farmland, or farmland of statewide importance. The Department of Conservation “California Important Farmland Finder” classifies the project site and surrounding properties as “urban and built up land” (Department of Conservation 2016). The project site and surrounding properties are not zoned for agricultural uses and are not subject to a Williamson Act contract. Similarly, the project site and surrounding properties are not zoned as forest land

or timberland and do not include any forest land or timberland. Therefore, the project would not result in the conversion of agricultural resources to non-agricultural use, or result in the conversion of forest land to non-forest use. No impact would occur.

### 4.3 Air Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

The project is located within the San Diego Air Basin (SDAB), which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). Air districts are tasked with regulating emissions to ensure that air quality in the basin does not exceed National or California Ambient Air Quality Standards (NAAQS and CAAQS). NAAQS and CAAQS represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare. NAAQS and CAAQS have been established for six common pollutants of concern known as criteria pollutants, which include ozone, carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), lead, and respirable particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The SDAB is currently classified as a federal and state non-attainment area for ozone. The SDAPCD prepared an air quality plan, the 2016 Regional Air Quality Strategy (RAQS), to identify feasible emission control measures intended to progress toward attaining the state standard for ozone. Reducing ozone concentrations is achieved by reducing the precursors to the photochemical formation of ozone—volatile organic compounds (VOC) and oxides of nitrogen (NO<sub>x</sub>).

The growth forecasting for the RAQS is based in part on San Diego Association of Governments (SANDAG) growth projections and the land uses established by local general plans. If a project is consistent with land use designated in the local general plan, it can normally be considered consistent with the RAQS.

The project site is designated as Estate Residential and consists of an existing church campus. The project is limited to several building and site upgrades that would occur within the existing property and would not affect any surrounding land uses. The project would shorten several existing amphitheater benches to introduce space for three ADA wheelchair compliant seats. The project would also add two new rows of amphitheater seating. The total number of seats in the post-project condition will equal the current number of seats in the existing condition, which equals 238 seats measured at 18-inches of clear space per seat. Therefore, the project would not increase the amount amphitheater seating available. A parking analysis was completed which determined that the improved church campus would require 88 parking spaces. The existing church campus only has 67 standard parking spaces and three ADA compliant parking spaces, which does not meet the project requirement of 88 parking spaces. However, the project would introduce 17 standard parking spaces and four ADA compliant parking spaces, resulting in a net total of 84 standard spaces and seven ADA compliant parking spaces (91 total parking spaces). Although the project would result in three additional parking spaces beyond the 88 parking spaces that are required, these parking spaces would not increase the number of congregants attending services at the church campus. As described above, the project would not result in a net change of the amount of seating at the amphitheater, and therefore, would not increase service attendance. Therefore, the project would not increase the capacity of the church campus and would not generate any additional vehicle trips.

Emissions associated with short-term construction activities would be localized and would not affect RAQS compliance. The project would not increase the long-term emissions generated within the City. Therefore, the project would comply with the assumptions used in the development of the RAQS and would not conflict with or obstruct implementation of the applicable air quality plan, and impacts would be less than significant.

#### **b. Less Than Significant Impact**

NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO<sub>2</sub>, NO<sub>2</sub>, lead, and PM). The City has not adopted air quality significance thresholds for these pollutants, and the SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under the CEQA Guidelines. However, the SDAPCD does specify air quality impact analysis “trigger” levels for criteria pollutant emissions associated with new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts; rather, if these trigger levels are exceeded by stationary sources associated with a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. This analysis uses SDAPCD trigger levels shown in Table 4 as air quality impact screening levels.

Pollutant	Emission Rate (pounds per hour)	Emission Rate (pounds per day)	Emission Rate (tons per year)
NO <sub>x</sub>	25	250	40
SO <sub>x</sub>	25	250	40
CO	100	550	100
PM <sub>10</sub>	--	100	15
Lead	--	3.2	0.6
ROG <sup>1</sup>	--	250	--
PM <sub>2.5</sub>	--	67	10
SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3			
<sup>1</sup> The reactive organic gases (ROG) threshold is based on federal General Conformity de minimis levels for ozone precursors.			

The project would result in short-term emissions associated with construction. The project would not generate new vehicle trips or construct an area source of emissions. Therefore, there would be no increase in operational emissions. Therefore, this analysis focuses on emissions associated with construction activities. Construction emissions associated with the project were modeled using California Emissions Estimator Model (CalEEMod) version 2016.3.2 (California Air Pollution Control Officers Association [CAPCOA] 2017; Appendix A), which incorporates current air emission data. Planning methods, protocol, modeling methodology, and assumptions are summarized below.

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related emissions include the following:

- fugitive dust from grading activities;
- equipment exhaust;
- off-gassing from architectural coatings (paints, etc.) and paving; and
- vehicle trips by workers, delivery trucks, and material-hauling trucks.

Construction of the project is anticipated to take approximately 12 months. Construction emissions have been modeled under three separate types of construction activities: (1) the Founders Hall improvements, (2) the Administration Office improvements, and (3) the amphitheater, A/V booth, and all parking improvements. The first two types of construction activities (Founders Hall and Administration Office) were each modeled with a three-month duration with building construction activities. The construction activities for the amphitheater, A/V booth, and parking improvements were modeled with a six-month duration with site preparation/grading, building construction, and paving activities. CalEEMod default construction equipment for building construction and paving activities includes cranes, forklifts, tractors/loaders/backhoes, pavers, rollers, and cement and mortar mixers. Emissions modeling based on these CalEEMod equipment defaults represents a conservative evaluation of construction emissions because these defaults are based on “ground-up” construction activities that typically requires more heavy equipment than what would be required for the proposed improvements. The anticipated duration and default construction equipment for each separate construction activity is summarized in Table 5.

Table 5 Default Construction Equipment		
Activity	Duration	Equipment
Founders Hall Improvements	3 months	1 Crane 2 Forklifts 2 Tractors/Loaders/Backhoes
Administration Building Improvements	3 months	1 Crane 2 Forklifts 2 Tractors/Loaders/Backhoes
Amphitheater, A/V Booth, Parking	6 months	1 Grader 1 Rubber Tired Dozer 2 Tractors/Loaders/Backhoes 1 Concrete/Industrial Saw 1 Crane 2 Forklifts 4 Cement and Mortar Mixers 1 Paver 1 Roller
SOURCE: Appendix A		

Table 6 shows the total projected construction maximum daily emission levels for each criteria pollutant. The CalEEMod output files for construction emissions for the project are contained in Appendix A.

Table 6 Summary of Maximum Buildout Construction Emissions (pounds per day)						
Construction Activities	Emissions					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Founders Hall</b>						
Building Construction						
Off-Road Equipment	0.9	8.9	7.4	<0.1	0.5	0.5
Vendor Trips	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Worker Trips	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
<b>Founders Hall Daily Total</b>	<b>0.9</b>	<b>9.0</b>	<b>7.5</b>	<b>&lt;0.1</b>	<b>0.6</b>	<b>0.5</b>
<b>Administration Office</b>						
Building Construction						
Off-Road Equipment	0.9	8.9	7.4	<0.1	0.5	0.5
Vendor Trips	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Worker Trips	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
<b>Administration Office Daily Total</b>	<b>0.9</b>	<b>9.0</b>	<b>7.5</b>	<b>&lt;0.1</b>	<b>0.6</b>	<b>0.5</b>
<b>Amphitheater, A/V Booth, Parking</b>						
Site Preparation						
Fugitive Dust	0.0	0.0	0.0	0.0	0.2	<0.1
Off-Road Equipment	0.7	8.4	4.1	<0.1	0.3	0.3
Worker Trips	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
<b>Site Preparation Daily Total</b>	<b>0.7</b>	<b>8.4</b>	<b>4.2</b>	<b>&lt;0.1</b>	<b>0.4</b>	<b>0.3</b>
Grading						
Fugitive Dust	0.0	0.0	0.0	0.0	0.8	0.4
Off-Road Equipment	0.9	7.9	7.6	<0.1	0.5	0.4
Worker Trips	<0.1	<0.1	0.3	<0.1	0.1	<0.1
<b>Grading Daily Total</b>	<b>0.9</b>	<b>7.9</b>	<b>7.9</b>	<b>&lt;0.1</b>	<b>0.5</b>	<b>0.5</b>

<b>Table 6 Summary of Maximum Buildout Construction Emissions (pounds per day)</b>						
Construction Activities	Emissions					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Building Construction</b>						
Off-Road Equipment	0.9	8.9	7.4	<0.1	0.5	0.5
Vendor Trips	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Worker Trips	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
<b>Building Construction Daily Total</b>	<b>0.9</b>	<b>9.0</b>	<b>7.5</b>	<b>&lt;0.1</b>	<b>0.6</b>	<b>0.5</b>
<b>Paving</b>						
Off-Road Equipment	0.8	7.2	7.1	<0.1	0.4	0.4
Paving	0.1	0.0	0.0	0.0	0.0	0.0
Worker Trips	0.1	0.1	0.5	<0.1	0.1	<0.1
<b>Paving Daily Total</b>	<b>0.9</b>	<b>7.3</b>	<b>7.6</b>	<b>&lt;0.1</b>	<b>0.5</b>	<b>0.4</b>
<b>Maximum Daily Emissions</b>	<b>0.9</b>	<b>9.0</b>	<b>7.9</b>	<b>&lt;0.1</b>	<b>0.6</b>	<b>0.5</b>
<i>Significance Threshold</i>	<i>250</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
SOURCE: Appendix A.						

To assess the significance of the air quality emissions resulting from construction of the project, construction emissions were compared to the significance thresholds shown in Table 6. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality.

The region is classified as an attainment area for all criterion pollutants except ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SDAB is a non-attainment area for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO<sub>x</sub> and ROG are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone. PM<sub>2.5</sub> includes fine particles that are found in smoke and haze, and are emitted from all types of combustion activities (worker motor vehicles and diesel-powered construction equipment, power plants, wood burning, etc.) and certain industrial processes. PM<sub>10</sub> includes both fine and coarse dust particles, and sources include crushing or grinding operations and dust from paved or unpaved roads.

As shown in Table 6, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants, including emissions for ozone precursors (ROG and NO<sub>x</sub>), PM<sub>10</sub>, and PM<sub>2.5</sub>. The project would not generate additional vehicle trips or create a stationary source of emissions, and would not result in an increase in operational emissions. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM<sub>10</sub>, or PM<sub>2.5</sub>, and impacts would be less than significant.

**c. Less Than Significant Impact**

Air quality sensitive receptors are associated with various land uses such as residences, schools, or other facilities that may house individuals with health conditions who would be adversely impacted by poor air quality. Sensitive receptors (residences) are in close proximity to the project site.

*Diesel Particulate Matter–Construction*

Construction-related activities would result in short-term emissions of diesel particulate matter (PM) exhaust emissions from off-road, heavy-duty diesel equipment. Diesel PM has been identified by the California Air Resources Board (CARB) as a carcinogen. Cancer risk is dependent on the exposure concentration (dose) and duration of exposure. Generation of diesel PM from construction projects typically occurs in a single area for a short period. The risks associated with exposure to diesel PM is typically evaluated based on a lifetime of chronic exposure. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments are based on a 30-year exposure period (OEHHA 2015). However, project construction would last approximately one year, which would be substantially shorter than the OEHHA 30-year exposure period. Further, the construction activity that would require the most diesel-powered equipment would be grading and paving activities, which would have an even shorter duration. Due to the short exposure period, and implementation of the U.S. Environmental Protection Agency (EPA) and CARB requirements for cleaner fuels, diesel engine retrofits, and new low-emission diesel engine types, diesel PM generated by project construction is not expected to affect nearby residences, and impacts would be less than significant.

*Diesel Particulate Matter–Freeways and Heavily Traveled Roadways*

CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible (CARB 2005). I-5 is located approximately 500 feet west of the project site. The project would implement improvements to the existing church campus. The project would not place new sensitive receptors adjacent to heavily traveled roadways nor would it increase vehicle traffic or diesel PM concentrations in the vicinity of the project site. The project would therefore not result in any change to the exposure of sensitive receptors to substantial pollutant concentrations. . Additionally, the amphitheater is typically used for weekend services, and congregants are there for a short period of time. Health risks are analyzed based on a constant 30-year exposure. Therefore, the project would not expose sensitive receptors to substantial concentrations of diesel PM, and impacts would be less than significant.

*Carbon Monoxide Hot Spots*

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. As indicated, the project would not result in an increase in vehicle trips, and therefore would not contribute traffic to any congested intersections in the vicinity. Therefore, the project is not anticipated to result in a CO hot spot.

**d. Less Than Significant Impact**

The project does not include heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses; however, exposure to odors associated with project construction would be short term and temporary in nature. Therefore, construction of the project is not expected to generate significant objectionable odors affecting a substantial number of people. Impacts would be less than significant.

**4.4 Biological Resources**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

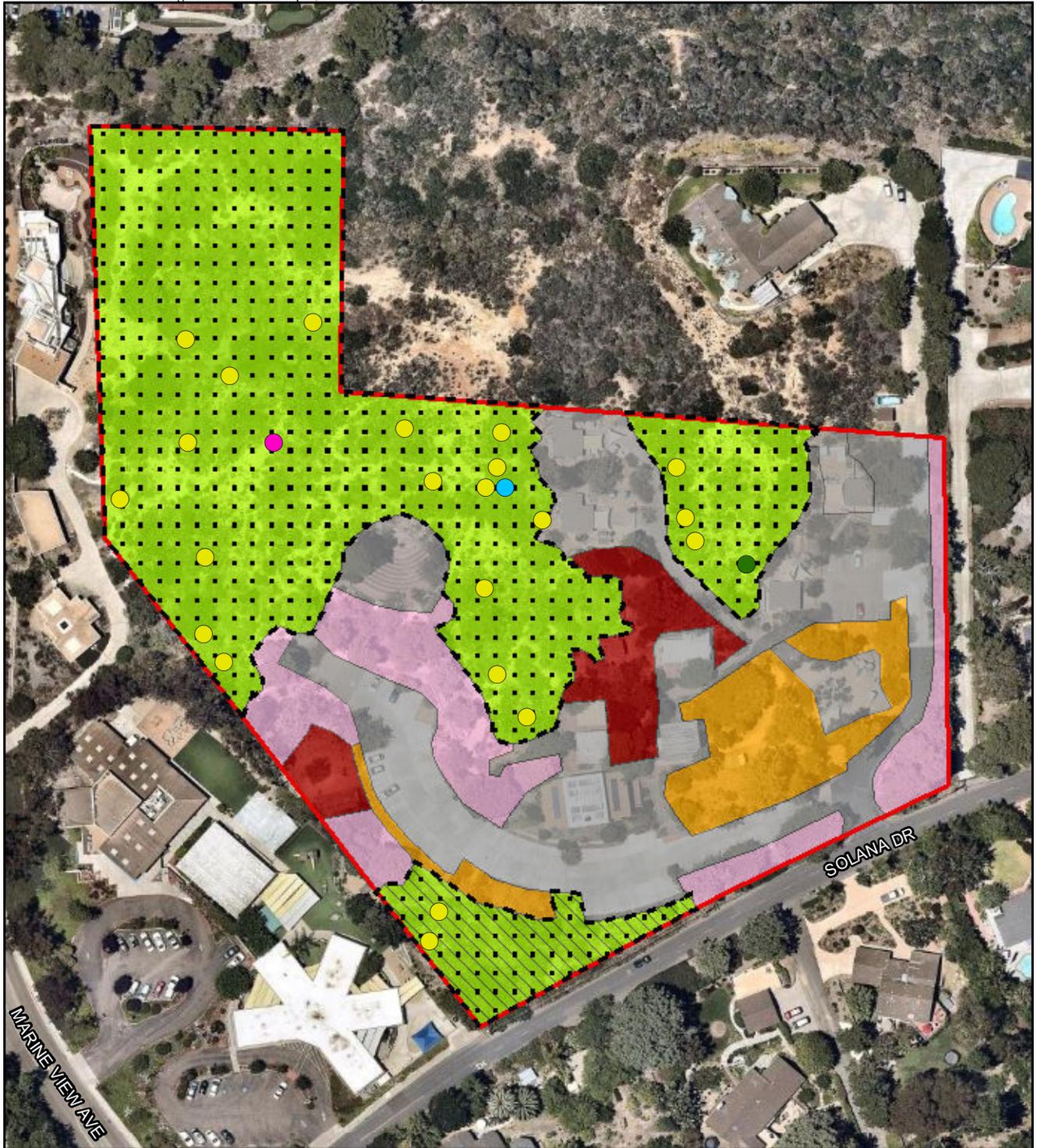
**a. Potentially Significant Unless Mitigation Incorporated**

This section is based on the Biological Resources Report prepared by RECON included as Appendix B. RECON biologists Gerry Scheid and Beth Procsal conducted a general biological survey on the project site on October 25, 2016, and subsequent site visits were completed by RECON biologist Gerry Scheid on February 10, 2017 and March 20, 2017.

**Vegetation Communities/Land Cover Types**

Five vegetation/land cover types occur in the survey area: southern maritime chaparral, disturbed habitat, native planting, ornamental plantings, and developed land (Figure 7). The acreages of vegetation communities and land cover types are listed in Table 7.

Vegetation Communities/Land Cover Types	Acres
Southern Maritime Chaparral	2.93
Disturbed Southern Maritime Chaparral	0.31
Disturbed Habitat	0.31
Native Plantings	0.47
Ornamental Plantings	0.66
Developed Land	1.83
<b>TOTAL</b>	<b>6.51</b>



- |                               |                                       |
|-------------------------------|---------------------------------------|
| Project Boundary              | <b>Vegetation Community</b>           |
| ESHA                          | Southern Maritime Chaparral           |
| Ashy Spike-moss               | Disturbed Southern Maritime Chaparral |
| Nuttall's Scrub Oak           | Native Plantings                      |
| San Diego Desert Woodrat Nest | Ornamental Plantings                  |
| Wart-stemmed Ceanothus        | Disturbed Habitat                     |
|                               | Developed                             |

**FIGURE 7**  
Existing Biological Resources

### *Southern Maritime Chaparral*

Southern maritime chaparral is a low, fairly open native shrub land type that occurs within the coastal fog belt in central San Diego County. This vegetation type on the project site is dominated by a mixture of native shrub species that include chamise (*Adenostema fasciculatum*), Eastwood manzanita (*Arctostaphylos glandulosa* ssp. *glandulosa*), mission manzanita (*Xylococcus bicolor*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), bushrue (*Cneoridium dumosum*), Nuttall's scrub oak (*Quercus dumosa*), and wart-stemmed ceanothus (*Ceanothus verrucosus*). It occurs on the project site as a relatively undisturbed patch in the northwestern portion of the site, in patches around the existing buildings in the central and northeastern part of the site, and in an isolated disturbed patch in the southern portion of the site.

### *Disturbed Habitat*

Disturbed habitat refers to areas that were once native habitat, but have been altered by human activities. While areas characterized as disturbed habitat on the project site contain some native species, the density of plants is much lower than intact habitat and is subject to human encroachments and edge effects. Disturbed habitat is mapped in the central portion of the site in-between clusters of existing buildings. Trails allow foot-traffic in these areas and smaller out-buildings and evidence of maintenance is present. A few scattered laurel sumac bushes occur in this area. Another small area of disturbed habitat occurs on the western portion of the site and includes an open area that allows access to adjacent off-site areas.

### *Native Plantings*

Areas mapped as native plantings refer to areas where UUFSD has created native plant gardens or used native plants in the landscape. These areas are located to the east of the main group of buildings and on a thin strip along the edge of the main parking lot (see Figure 7). Prominent species planted in these areas include California encelia (*Encelia californica*), big saltbush (*Atriplex lentiformis*), coast live oak (*Quercus agrifolia*), and San Diego viguiera (*Bahiopsis laciniata*). These areas do not constitute native habitat as they are small in area and contain an eclectic mix of native plants.

### *Ornamental Plantings*

Areas vegetated with primarily non-native plant species are characterized as ornamental plantings. Non-native trees are the primary plant occurring in these areas and include specimens of eucalyptus trees (*Eucalyptus* spp.), Aleppo pine (*Pinus radiata*), date palm (*Phoenix dactylifera*), and Brazilian pepper tree (*Schinus terebinthifolius*). Plants found in the understory of these trees may include acacia (*Acacia* sp.), jade plant (*Crassula ovata*), natal plum (*Carissa macrocarpa*), and plumbago (*Plumbago auriculata*).

*Developed Land*

Areas on the site that contain existing buildings, roads, parking lots, and an amphitheater are considered developed land. These areas are generally devoid of vegetation, except for adjacent landscape plantings.

As shown in Table 8 and Figure 8, direct impacts associated with the project would be limited to disturbed habitat, native plantings, ornamental plantings, and developed land. None of these vegetation communities qualify as sensitive habitats. As shown in Figure 8, the project does not propose any change to the existing condition of areas on the project site classified as Southern Maritime Chaparral or Disturbed Southern Maritime Chaparral. Therefore, no impact would occur.

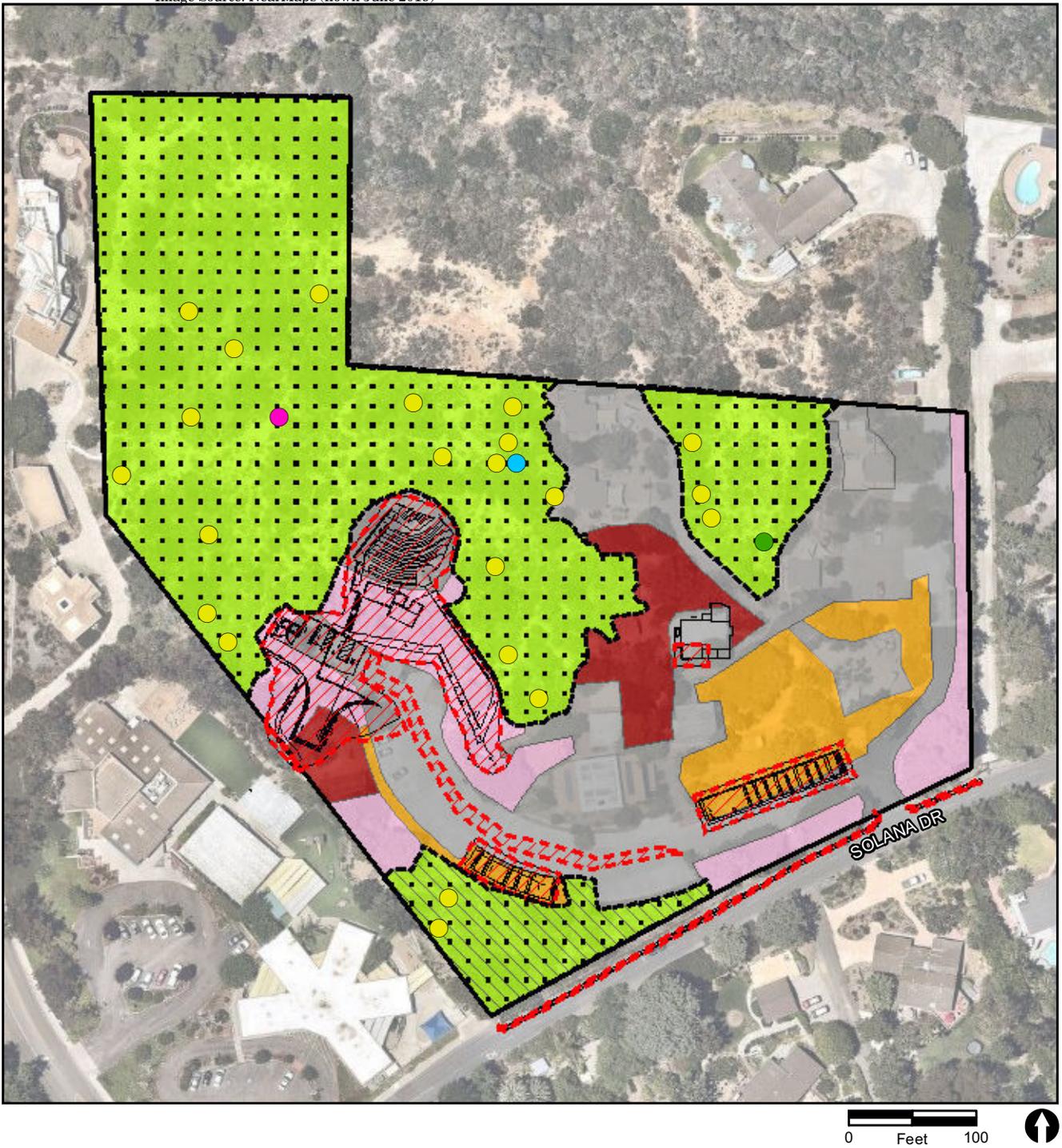
<b>Table 8</b>			
<b>Summary of Impacts to Vegetation Communities and Land Cover Types</b>			
<b>(acres)</b>			
Vegetation Communities/ Land Cover Types	Site Improvement Impacts (on-site)	Off-site Impacts	<b>TOTAL</b>
Southern Maritime Chaparral	0	0	<b>0</b>
Disturbed Southern Maritime Chaparral	0	0	<b>0</b>
Disturbed Habitat	0.04	0	<b>0.04</b>
Native Plantings	0.10	0	<b>0.10</b>
Ornamental Plantings	0.28	0	<b>0.28</b>
Developed Land	0.29	0.03	<b>0.32</b>
<b>TOTAL</b>	<b>0.71</b>	<b>0.03</b>	<b>0.74</b>

**Plant Species**

A total of 39 plant species were identified on the site. Of these 39 species, 25 are considered native to California and 14 are considered non-native plant species. Three sensitive plant species were observed on the project site, all within the southern maritime chaparral habitat. The sensitive plant species observed include Nuttall’s scrub oak, wart-stemmed ceanothus, and ashy spikemoss (*Selagniella cinerascens*). None of these species are considered North County Multiple Habitat Conservation Program (NCMHCP) narrow endemic species (SANDAG 2003).

Nuttall’s scrub oak is classified as CNPS Rank 1B.1 plant species. It is generally confined to the coastal chaparral habitats. In general terms, this species is threatened by loss of habitat due to development and unnatural fire regimes (i.e., increased frequency and intensity of fires). One individual of this species was observed on the project site (see Figure 5). As shown in Figure 8, this one individual is not located within the footprint of proposed project improvements and would not be impacted.

Wart-stemmed ceanothus is classified as a CNPS Rank 2B.2 plant species. Its distribution is limited to western San Diego County and Baja California, Mexico, where it is associated with southern maritime chaparral and southern mixed chaparral habitats.



-  Project Boundary
-  Limit of Work
-  Site Improvements
-  ESHA
-  Ashy Spike-moss
-  Nuttall's Scrub Oak
-  San Diego Desert Woodrat Nest
-  Wart-stemmed Ceanothus

- Vegetation Community**
-  Southern Maritime Chaparral
  -  Disturbed Southern Maritime Chaparral
  -  Native Plantings
  -  Ornamental Plantings
  -  Disturbed Land
  -  Disturbed Habitat
  -  Developed



FIGURE 8

Impacts to Biological Resources

In general terms, this species is threatened by loss of habitat due to development and associated edge effects (i.e., fuel modification, fuel suppression, and invasion of non-native plant species). Individuals of this species were observed throughout the southern maritime chaparral on the project site (see Figure 7). As shown in Figure 8, these individual species are not located within the footprint of proposed project improvements and would not be impacted.

Ashy spike-moss is a CNPS Rank 4.1 species. It occurs in coastal chaparral and sage scrub habitat types. In general terms, this species is threatened by loss of habitat due to development. One patch of this species was observed in the project area (see Figure 7). As shown in Figure 8, this patch of this species is not located within the footprint of proposed project improvements and would not be impacted.

The City's Environmentally Sensitive Habitat Area (ESHA) map that includes this property shows two additional sensitive plant species as occurring on the site: San Diego marsh elder (*Iva hayesiana*) and San Diego viguiera (*Viguiera laciniata*). These two perennial shrub species would have easily been observable at the time of the survey. Individuals of San Diego viguiera were observed that had been planted on-site in a native plant garden; however, as this is not a natural occurrence they are not considered sensitive. Furthermore, the San Diego viguiera located on site within the garden would not be impacted by the project. The marsh elder was not observed on the project site.

Several individuals of Torrey pine (*Pinus torreyana* ssp. *torreyana*; CNPS Rank 1B.2) have been planted on the site. However, these trees are not part of a natural population, and therefore are not considered sensitive. Furthermore, these individual species are not located within the footprint of proposed project improvements and would not be impacted.

As shown in Figure 8, no sensitive plant species are located within the impact footprint of the proposed site improvements. Therefore, no impacts would occur.

## Wildlife

Wildlife species observed during the site visits are those commonly associated with the wildland-urban interface. Ten species of birds, three mammal species, one reptile species, and one invertebrate species were documented. One sensitive wildlife species was detected within the project site; San Diego desert woodrat (*Neotoma lepida intermedia*). A woodrat nest was observed in the southern maritime chaparral habitat.

No impacts are anticipated to occur to sensitive wildlife species as the San Diego woodrat nest is outside of the proposed impact area. The proposed site improvements would not occur in an area known to have breeding or nesting sensitive bird species. However, section 3503 of the California Fish and Game Code 3503 states that no direct impacts should occur to any nesting birds or their eggs, chicks, or nests during the typical bird breeding season of February 1 to September 15. Therefore, there is a potential for the project to have direct impacts on nesting bird or raptor species from the removal of trees and other vegetation within the project boundary, which would be considered a significant impact.

Implementation of mitigation measure BIO-1 would reduce impacts to a level less than significant.

BIO-1: Avoidance of significant impacts to nesting birds is required under the California Fish and Game Code 3503). To conform to the California Fish and Game Code, no direct impacts should occur to any nesting birds or their eggs, chicks, or nests during the typical bird breeding season of February 1 to September 15. To avoid impacts to nesting bird species, the project applicant shall retain a qualified biologist with experience in the identification of nesting bird species to conduct a survey for active bird nesting within and immediately surrounding the work area no more than 72 hours prior to the commencement of any construction activity within 500 feet of the impact footprint during the bird breeding season from February 1 through September 15. This survey would cover all trees and shrubs within 500 feet of the impact footprint. If an active bird is found, the qualified biologist shall (1) flag the location of the nest, (2) establish an appropriate buffer zone based on the type of bird species identified, and (3) map the locations of the nest and the buffer zone on the project site plans. The nest and buffer area shall be avoided until the qualified biologist certifies that the nest is vacated and the juveniles have fledged, or the nest is otherwise no longer active. The qualified biologist shall identify the nest and buffer area in the field with flagging, stakes, or construction fencing as appropriate to ensure avoidance and protection.

**b. No Impact**

As shown in Table 8 and Figure 8, direct impacts associated with the project would be limited to disturbed habitat, native plantings, ornamental plantings, and developed land. None of these vegetation communities qualify as sensitive riparian habitats. Therefore, no impact would occur.

**c. No Impact**

As shown in Table 8 and Figure 8, direct impacts associated with the project would be limited to disturbed habitat, native plantings, ornamental plantings, and developed land. None of these vegetation communities qualify as wetlands. Therefore, no impact would occur.

**d. Less Than Significant Impact**

Wildlife movement corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Wildlife movement corridors are important, because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations (Beier and Loe 1992). Wildlife movement corridors are considered sensitive by resource and conservation agencies.

The survey area is located immediately east of the I-5 and south of a residential and commercial development. The site is surrounded by developed land with small patches of native vegetation along steep slopes and hillsides. Although it is reasonable to assume that wildlife may move locally through this survey area, the site is ultimately restricted by commercial and residential development to the north and south. While there may be some wildlife movement within the property, the site, as a whole, does not provide a major movement corridor for wildlife species. The proposed site improvements are relatively minor and would be located adjacent to existing facilities. Consequently, the project would not introduce a new barrier within an undeveloped portion of the project site that would block wildlife movement. Therefore, the project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, and impacts would be less than significant.

#### **e. Less Than Significant Impact**

The proposed site improvements are in compliance with the California Coastal Act (CCA) provisions and land use provisions/policies contained in the City Local Coastal Plan/Land Use Plan (LCP/LUP). A summary of these provisions and policies along with a statement on how the project is in compliance with the LCP/LUP is provided in in Section 4.10b (Table 9). LCP/LUP policies 3.51 through 3.53 pertain to the preservation of native trees. As presented in Table 9 in Section 4.11b below, the project development footprint does not possess any native trees and would not conflict with LCP/LUP policies 3.51 through 3.53. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be less than significant.

#### **f. Less Than Significant Impact**

##### **California Coastal Act**

The CCA defines Environmentally Sensitive Habitat Areas (ESHAs) as: “. . . any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.” The southern maritime chaparral that occurs on the site is considered ESHA as the vegetation community type is a rare habitat in southern California and it also supports three sensitive plant species. The California Coastal Commission and Local Coastal Program have oversight of ESHA.

The City’s ESHA maps show ESHA on the proposed project site and adjacent to the site to the north. The current vegetation and ESHA mapping of the UUFSD site differs slightly from the ESHA map contained in the City’s LCP/LUP (City of Solana Beach 2014) in that no coastal sage scrub was mapped on site. The previously mapped areas of coastal sage scrub have now been included within southern maritime chaparral due to a reevaluation of species composition within these areas.

Proposed site improvements would not result in any impacts on ESHA. Furthermore, proposed site improvements would comply with the CCA provisions and land use provisions/policies contained in the City’s LCP/LUP. A summary of these provisions and

policies along with a statement on how the project is in compliance with the LCP/LUP is provided in Section 4.10b (see Table 9). Therefore, impacts would be less than significant.

**Multiple Habitat Conservation Program**

The NCMHCP is a comprehensive conservation planning program developed to designate a multiple jurisdiction ecosystem preserve in northwestern San Diego County (SANDAG 2003). The regional preserve system would protect populations of sensitive plant and wildlife species and their habitats, while accommodating continued development in the north county region. The City does not have its own approved Habitat Conservation Plan (HCP)/Subarea Plan and is not located within a focused planning area proposed for conservation as part of the NCMHCP. Therefore, the project would not be subject to the NCMHCP’s policies and regulations for the region. Furthermore, the City has not adopted an HCP, natural community conservation plan or other local, regional or state habitat conservation plan to protect sensitive species or habitat. Therefore, the proposed project would not conflict with the provisions of an adopted HCP, natural community conservation plan or other approved local, regional or state HCP, and impacts would be less than significant.

**4.5 Cultural Resources**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of an historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The existing A/V building that would be demolished is less than 50 years old and does not possess any characteristics that qualify the structure as an historic resource. Similarly, the existing amphitheater and existing public access pathways, ramps, and elevated walkways that would be altered are less than 50 years old and do not possess any characteristics that would qualify them as historic resources. All other areas within the project site that would be

converted to new structures or parking lots consist of vacant land that does not contain any structures or other historic resources. Therefore, the project would not cause a substantial adverse change in the significance of an historical resource, and no impact would occur.

**b. Less Than Significant Impact**

The project site was disturbed during construction of the existing A/V building, amphitheater, and existing public access pathways, ramps, and elevated walkways. Earthwork during construction for all project improvements would collectively require export of 259.75 cubic yards, which constitutes a relatively minor amount of excavation. All project improvements would be located adjacent to existing facilities, and as a result, are in areas that were previously disturbed during the original construction of the church campus. Additionally, slopes surrounding the existing amphitheater and the existing parking lot that would be impacted are not natural slopes and were created during construction of the existing church campus. Consequently, the soils within these slopes that are not natural were already disturbed. As a result, project construction would not impact native soil that may have archaeological resources due to the disturbed nature of the site. Therefore, the project would not cause a substantial adverse change in the significance of an archaeological resource, and impacts would be less than significant.

**c. Less Than Significant Impact**

No dedicated cemetery or human remains are known to be present on-site, and the potential for encountering human remains during construction activities of the project is very low. In the event that human remains are discovered, construction activities would be halted until the coroner is contacted, as well as any applicable Native American tribes consistent with Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.98 and 5097.993. The California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990) require any remains or associated cultural items be treated with dignity and, as necessary, be repatriated. Therefore, impacts to human remains would be less than significant.

## 4.6 Energy

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

Energy use associated with a project typically includes fuel (gasoline and diesel), electricity, and natural gas, and sources include:

- Construction-related vehicle and equipment energy use
- Transportation energy use from people traveling to and from the project area during operation
- Building and facility energy use of the proposed project during operation

In the case of the project, energy use would be associated with construction activities and operational building and facility energy use. As discussed in Section 4.3a above, the project is not anticipated to result in an increase in vehicle trips.

Energy use during construction would occur within two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The project is limited to several building and site upgrades and would not require mass grading or other large construction activities that could consume substantial amounts of fuel or other forms of energy. Based on CalEEMod calculations, project construction would require a maximum of 18 worker vehicle trips per day during paving activities. All other construction activities would require fewer worker and vendor vehicle trips. CalEEMod output files are presented in Appendix A. Due to the location and the small size of the project, fuel consumption associated with construction worker commute would be similar of any other typical commute in San Diego County, and would not result in a wasteful, inefficient, or unnecessary consumption of gasoline or diesel fuel. Consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB’s Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical equipment fuel consumption rates. Additionally, construction activities would be temporary and short-term, and would adhere to all construction best management practices. Therefore, project

construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

The increase in energy consumption during project operation over existing conditions would be minimal and limited to the A/V booth, ADA compliant restrooms, and lighting. All new structures would be required to meet the mandatory energy requirements of California Green Building Standards Code (CALGreen) and the version of the California Energy Code (Title 24, Part 6 of the California Code of Regulations) that is in effect at the time building permits are obtained. The current version of the Energy Code, known as 2016 Title 24, or the 2016 Energy Code, became effective January 1, 2017. The 2016 Energy Code provides mandatory energy efficiency measures as well as voluntary tiers for increased energy efficiency. Each version of the Energy Code is more energy efficiency than previous versions. As a result, project operation would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

#### **b. Less Than Significant Impact**

The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by Executive Orders (EOs) S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, Senate Bill (SB) 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. The project would be served by San Diego Gas & Electric (SDG&E). As of 2017, SDG&E had a 32 percent procurement of renewable energy (California Public Utilities Commission 2018).

Energy consumption during project operation would be minimal and limited to the A/V booth, ADA restrooms, and lighting. As discussed, all new structures would be required to meet the mandatory energy requirements of CALGreen and the version of the California Energy Code (Title 24, Part 6 of the California Code of Regulations) that is in effect at the time building permits are obtained. Additionally, the City has adopted a Climate Action Plan (CAP) that contains goals related to renewable energy and buildings (see Section 4.8). Of note, the main goal associated with electricity and natural gas is achieving 100 percent renewable energy by 2050 through a Community Choice Aggregation program, which enables local governments to aggregate electricity demand within their jurisdictions to procure alternative energy supplies while maintaining the existing electricity provider for transmission and distribution services. As the project receives its energy from SDG&E transmission and distribution services, the project would benefit from the City's renewable energy goal. Therefore, project operation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

## 4.7 Geology and Soils

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a.i. Less Than Significant Impact**

The Geologic Reconnaissance prepared for the project determined that the property is not located within a known Alquist-Priolo earthquake fault zone (Appendix C). Similarly, there are no Quaternary faults crossing or trending toward the project site, and no or other faults exist beneath the property (see Appendix C). Therefore, the risk of earthquake ground rupture is low, and impacts related to the exposure of people or structures to rupture of a known earthquake fault would be less than significant.

**a.ii. Less Than Significant Impact**

The project site is located in a seismically active southern California region. The Newport-Inglewood/Rose Canyon and Rose Canyon fault zones, located approximately two miles to the west, are the closest known active faults and would be the greatest potential source of seismic shaking. The Geologic Reconnaissance prepared for the project conducted a peak ground acceleration analysis for these faults and determined that the risk associated with seismic hazards was low (see Appendix C). The Geologic Reconnaissance also recommended that the seismic design of future structures should be evaluated in accordance with the California Building Code (CBC) guidelines, which will occur during the City’s standard review of a building permit application for the project. Additionally, the City’s General Plan requires that all project improvements must be constructed consistent with the Uniform Building Code, specifically with Chapter 23 (earthquake resistant design) and Chapter 70 (excavation and grading), as well as with the City’s adopted hillside development ordinance (General Plan Safety Element Policy 1.c) (City of Solana Beach 2010). Therefore, impacts related to strong seismic shaking would be less than significant.

**a.iii. Less Than Significant Impact**

Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements and differential settlements.

The Geologic Reconnaissance prepared for the project determined that risk associated with seismically induced soil liquefaction is low. Similarly, the Safety Element of the General Plan does not identify the project site as an area with high potential for liquefaction. Additionally, all project improvements would be constructed consistent with the Uniform Building Code, specifically with Chapter 23 (earthquake resistant design) and Chapter 70 (excavation and grading) (General Plan Safety Element Policy 1.c) (City of Solana Beach 2010). Therefore, impacts related to liquefaction would be less than significant.

**a.iv. Less Than Significant Impact**

The Geologic Reconnaissance prepared for the project stated that no evidence of landslides was observed during the site visit or through the review of aerial photographs or published geologic maps. Additionally, thick vegetation is present on the surrounding hillsides that holds sediment in place during rain events. The project site is subject to the Hillside Overlay Zone. Project improvements would be required to incorporate design features to minimize soil erosion and site disturbance consistent with the requirements of the Hillside Overlay Zone. Compliance with the Hillside Overlay Zone would ensure that the project would not alter surrounding hillsides in a manner that could increase the potential for landslides beyond what exists under current conditions at the project site. Therefore, implementation of the project would not cause or increase the potential for landslides in the project area, and impacts would be less than significant.

**b. Less Than Significant Impact**

The project would implement Best Management Practices (BMPs) during construction consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and the City's BMP Design Manual that would control storm water flows and prevent erosion and loss of topsoil. The project would prepare a Stormwater Pollution Prevention Program (SWPPP) that would document the type and location of these construction BMPs in order to obtain grading and building permits. All slopes modified during construction would be landscaped to prevent erosion in the post-project condition. Therefore, implementation of the project and compliance with this regulatory framework would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

**c. Less Than Significant Impact**

As described in the sections 4.6a(iii) and a(iv) above, impacts associated with liquefaction and landslides would be less than significant. The Geologic Reconnaissance determined that risks associated with liquefaction and landslides were low. The Safety Element of the General Plan does not identify the project site as an area with high potential for liquefaction and states that no areas within the City have been identified as having potential hazards associated with subsidence. Additionally, all project improvements would be constructed consistent with the Uniform Building Code, specifically with Chapter 23 (earthquake resistant design) and Chapter 70 (excavation and grading) (General Plan Safety Element Policy 1.c) (City of Solana Beach 2010). Therefore, impacts related to an unstable geologic unit would be less than significant.

**d. Less Than Significant Impact**

The Safety Element of the General Plan states that there are no areas within the City with high potential for expansive soils. Additionally, project excavation would remove soils identified to be unsuitable to support project improvements, and the project would be constructed consistent with the Uniform Building Code, specifically with Chapter 23 (earthquake resistant design) and Chapter 70 (excavation and grading) (General Plan Safety Element Policy 1.c) (City of Solana Beach 2010). Therefore, impacts related to expansive soils would be less than significant.

**e. No Impact**

The project does not propose the use of septic tanks or alternative wastewater disposal systems. No impact would occur.

**f. Less Than Significant Impact**

As described in Section 4.5a above, earthwork during construction for all project improvements would collectively require export of 259.75 cubic yards, which constitutes a minor amount of excavation. All project improvements would be located adjacent to existing facilities and as a result are in areas that were previously disturbed during the original construction of the church campus. Additionally, slopes surrounding the existing amphitheater and the existing parking lot that would be impacted are not natural slopes and were created during construction of the existing church campus. Consequently, the soils within these slopes that are not natural were already disturbed. As a result, project construction would not impact formational deposits that may have paleontological resources due to the disturbed nature of the site. Therefore, the project would not directly or indirectly destroy a unique paleontological resource, and impacts would be less than significant.

## 4.8 Greenhouse Gas Emissions

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

The City has not adopted a greenhouse gas (GHG) threshold of significance for general use as part of its environmental review process. Guidance from the CAPCOA report CEQA & Climate Change, dated January 2008, identifies several potential approaches for assessing a project's GHG emissions (CAPCOA 2008). Among these approaches, the guidance introduces the concept of establishing thresholds based on GHG emission market capture rates. Following this approach, a lead agency defines an acceptable market capture rate and identifies the corresponding emissions level.

State GHG emissions reduction targets proposed and/or codified by Executive Order (EO) S-3-05, AB 32, EO B-30-15, and Senate Bill (SB) 32 include achieving 1990 emission levels by 2020; 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050<sup>1</sup>. The most ambitious reduction target, 80 percent below 1990 levels, corresponds to a 90 percent reduction in statewide business as usual (BAU) emissions. Thus, the guidance identifies project-level thresholds that would correspond to a 90 percent market capture rate, annual emission of 900 metric tons of carbon dioxide equivalent (MT CO<sub>2</sub>E). Following rationale presented in the CAPCOA Guidance, the aggregate emissions from all projects with individual annual emissions that are equal to or less than 900 MT CO<sub>2</sub>E would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and impacts under CEQA would therefore be less than cumulatively considerable.

As this 900 MT CO<sub>2</sub>E screening level corresponds to the most ambitious state reduction target, 80 percent below 1990 levels by 2050, and does not account for emission reductions achieved by federal, state, and local reduction measures implemented between 2020 and 2050, it is highly conservative. Projects with annual emissions that exceed 900 MT CO<sub>2</sub>E would warrant more detailed conformity analysis for 2020 and 2030 targets.

As discussed in Section 4.3, the project would result in short-term emissions from construction. The project would not increase vehicle trips or result in a measurable increase in operational GHG emissions. GHG emissions would be associated with energy and water use in the new A/V booth and restrooms and the expanded Administration Office, however, these emissions would be minimal. This analysis focuses on emissions associated with construction activities. Construction emissions associated with the project were modeled using CalEEMod version 2016.3.2. Construction emissions were calculated using the assumptions discussed in Section 4.3. Per South Coast Air Quality Management District (SCAQMD) guidance (SCAQMD 2009), construction emissions were amortized over the lifetime of the project (i.e., 30 years).

Construction activities would emit a total of 139 MT CO<sub>2</sub>E, or less than 5 MT CO<sub>2</sub>E annually when amortized over 30 years (Appendix D), which would not exceed the

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<sup>1</sup>Whereas the 2020 and 2030 reduction targets have been codified by AB 32 and SB 32, respectively, the 2050 reduction targets proposed by EO S-3-05 have not yet been codified.

900 MT CO<sub>2</sub>E per year threshold. Projects with individual annual emissions that are equal to or less than 900 MT CO<sub>2</sub>E would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016). Therefore, impacts associated with GHG emissions would be less than significant.

### **b. Less Than Significant Impact**

#### **City of Solana Beach Climate Action Plan**

On July 12, 2017, the City adopted a CAP that establishes a comprehensive plan for addressing climate change in the City (City of Solana Beach 2017). The CAP includes a 2010 baseline GHG inventory, GHG emission forecasts and reduction targets for years 2020 and 2035, identifies local GHG reduction strategies and measures, climate change adaptation measures, and implementation and monitoring mechanisms. Overall, the CAP aims to reduce community-wide GHG emissions by 15 percent below 2010 levels by 2020 and 50 percent below 2010 levels by 2035. The CAP also includes a renewable energy goal of 100 percent by 2035.

The CAP's strategies are categorized into the following key focus areas: transportation, electricity and natural gas, waste and water, and urban tree planting. Many of the measures included in the CAP are intended for the City to implement. The CAP's measures generally do not align with project-specific GHG reductions, but rather community-wide or City actions. A summary of the City's goals and a discussion of how these are supported by the project are provided below. The City's CAP is not a "qualified CAP" as it has not gone through CEQA review; therefore, the proposed project's consistency is provided for informational purposes only.

#### Transportation

The CAP contains the following goals related to transportation:

- T-1 – Increase electric vehicles (EVs) and alternative fuel vehicles (AFVs) vehicle miles traveled (VMT) to 30 percent of total VMT
- T-2 – Increase commuting by vanpools to 20 percent of labor force
- T-3 – Reduce average commuter trip distance by one mile
- T-4 – Increase commuting by mass transit to 10 percent of labor force
- T-5 – Increase preferred parking for EVs and AFVs by converting 20 percent of eligible parking spots
- T-6 – Retime four traffic signals
- T-7 – Promote telecommuting to achieve 10 percent participation
- T-8 – Convert municipal gasoline fueled vehicle fleet to EVs to achieve a 50 percent reduction in gasoline consumption
- T-9 – Increase commuting by walking to 5 percent of labor force
- T-10 – Increase commuting by bicycling by increasing bike lanes to approximately 17 miles
- T-11 – Promote alternative work schedule to achieve participation from one percent of the labor force

There are a number of City strategies to implement these goals including coordinating with SANDAG and the Metropolitan Transit System to increase mass transit ridership, exploring grant funding and providing incentives for EV stations, concentrating commercial and mixed-use development along transit corridors and activity centers, retiming traffic signals, working with local businesses to support telecommuting, and implementing “Complete Streets” strategies to promote walking and bicycling.

As discussed in Section 4.3a above, the project would implement improvements to an existing church campus, and would not result in an increase in vehicle trips. Therefore, the project would not interfere with City efforts to reduce GHG emissions associated with transportation.

### Electricity and Natural Gas

The CAP contains the following goals related to renewable energy and buildings:

- E-1 – Implement a Community Choice Aggregation program, subject to City Council approval, and providing 100 percent renewable energy by 2035
- E-2 – Achieve 10.8 megawatts (MW) residential rooftop solar photo-voltaic (PV) systems
- E-3 – Achieve 2 MW commercial rooftop solar PV systems
- E-4 – Solar hot water heating at 20 percent of existing commercial space
- E-5 – Solar hot water heating at 25 percent of new homes and home retrofits
- E-6 – Reduction in non-space/water heating residential natural gas use by 15 percent
- E-7 – Residential energy efficiency retrofits to achieve 15 percent reduction
- E-8 – Commercial Energy efficiency retrofits to achieve 15 percent reduction

The main goal associated with electricity and natural gas is achieving 100 percent renewable energy by 2050 through a Community Choice Aggregation program. Community Choice Aggregation programs enable local governments to aggregate electricity demand within their jurisdictions to procure alternative energy supplies while maintaining the existing electricity provider for transmission and distribution services. Other strategies to implement electricity and natural gas goals include providing expedited permitting incentives for solar PV installation, providing rebate and financing options for solar hot water heating and other retrofits, and developing a “solar ready” ordinance. These City strategies are not directly applicable to the project.

Implementing actions associated with measures E-1 through E-8 include City coordination with SDG&E, conducting educational outreach, providing rebates and incentives to residential and commercial uses, and exploring the development of mandatory ordinances. While UUFSD may benefit from outreach programs and incentives that the City may offer to promote solar PV use and energy efficiency, there is currently no requirement for the project to install solar systems or provide energy efficiency retrofits to the existing campus. However, the project would not conflict with City actions to promote renewable energy. The project would replace the existing A/V shack with a building composed of an A/V booth, ADA restrooms, and a dressing room. The project would comply with current California Energy Code (Title 24, Part 6 of the California Code of Regulations and CALGreen standards, which require energy-efficient measures including increased lighting efficiency,

consistent with CAP renewable energy goals. The addition of shade to the Administration Office would also reduce energy use. The project would also benefit from the City's goal in achieving 100 percent renewable energy by 2050. Therefore, the project would not interfere with City efforts to reduce GHG emissions associated with electricity and natural gas.

### Waste and Water

The CAP contains the following goals related to waste and water:

- W-1 – Divert 90 percent of waste from landfills and capture 85 percent of landfill gas emissions
- W-2 – Implementation of existing water rate and billing structure
- W-3 – Expand recycled water program expansion to reduce potable water use by 10 percent
- W-4 – Capture 100 percent of emissions from wastewater treatment
- W-5 – Water conservation

To achieve these goals, the City would expand the current recycled water program and purple pipe infrastructure, advocate to the San Elijo Wastewater Treatment Plant for 100 percent methane capture, implement Property Assessed Clean Energy programs, and adopted policies and promote programs to reduce the generation of waste. The project would not result in an increase in the generation of waste or the consumption of water. During construction, the project would divert 65 percent of its construction waste, per CALGreen requirements. The project would not interfere with City efforts to reduce GHG emissions associated with waste and water.

### Carbon Sequestration (Urban Tree Planting)

The CAP contains the following goal related to carbon sequestration:

- U-1 – Carbon sequestration (urban tree planting program) – Achieve 30 percent of developed areas covered by urban tree canopy

To achieve these goals, the City would implement an Urban Tree Planting Program, educate and encourage residents and businesses to maintain and care for existing trees and plant new trees, and continue research and monitor developments of Blue Carbon for sequestration. The Urban Tree Planting Program would require new development to plant trees to achieve an equivalent canopy coverage, and the City will plant trees at City-owned properties and public areas. The project site is currently covered in more than 20 percent vegetation, which serves to reduce to heat island effect and decreases GHGs through sequestration (see Section 4.4). Tree canopy on the project site consists of Torrey pine and non-native trees including eucalyptus trees, Aleppo pine, date palm, and Brazilian pepper trees. The project would remove a small portion (0.28 acre) of the non-native ornamental plantings. The UUFSD will continue to plant and maintain native plant gardens on-site. The project would not interfere with the City's Urban Tree Planting Program or other efforts to reduce GHG emissions associated with urban tree planting.

**AB 32**

As discussed in Section 4.7a above, the CAPCOA report CEQA & Climate Change (CAPCOA 2008) were used as the significance criteria for GHG emissions. The 900 MT CO<sub>2</sub>E criterion used to determine significance under CEQA was designed to set the emission threshold appropriate to exclude small development projects that would contribute a relatively small fraction of the cumulative statewide GHG emissions. These smaller projects were determined to not conflict with the AB 32 mandate for reducing GHG emission (CAPCOA 2008).

The project’s construction emissions represent the maximum emissions inventory for the project. Once construction activities are complete, the increase in project emissions would be minimal. Construction activities would emit a total of 139 MT CO<sub>2</sub>E, or less than 5 MT CO<sub>2</sub>E annually when amortized over 30 years, which would not exceed the 900 MT CO<sub>2</sub>E per year threshold. Therefore, the project would not conflict with the AB 32 mandate for reducing GHG emissions, and impacts would be less than significant.

**4.9 Hazards and Hazardous Materials**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

Operation of the improved church campus would not involve the routine transport, use, or disposal of significant hazardous materials. Project construction may involve the use of small amounts of solvents, cleaners, paint, oils and fuel for equipment. However, these materials are acutely hazardous, and use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Additionally, project construction would be required to be undertaken in compliance with applicable federal, state, and local regulations pertaining to the proper use of these common hazardous materials. Compliance with these regulations is mandatory per standard permitting conditions. Therefore, the project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

**b. Less Than Significant Impact**

As described in Section 4.8a above, operation of the improved church campus would not involve the routine transport, use, or disposal of significant hazardous materials. Furthermore, all site improvements would be constructed consistent with all applicable safety regulations and would not be expected to introduce accident conditions that could result in the release of hazardous materials into the environment. Therefore, the project is not anticipated to create upset and accident conditions that could result in the release of hazardous materials, and impacts would be less than significant.

**c. Less Than Significant Impact**

Project construction would occur within less than 0.25 mile of the Sandy Hill Nursery School located on the church campus. Additionally, project construction would occur within less than 0.25 mile of the LePort Montessori School, located adjacent to the project site's southeastern border. However, project construction would not require the use of acutely hazardous materials, and would be limited to the use of small amounts of solvents, cleaners, paint, oils and fuel for equipment. Use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment, the use and handling of hazardous materials during construction would be conducted consistent with all applicable regulations (see Section 4.8a, above). Therefore, impacts related to hazardous emissions within 0.25 mile of a school would be less than significant.

**d. Less Than Significant Impact**

Record searches of the GeoTracker and EnviroStor databases determined that the project site is not identified as hazardous materials sites within either database (SWRCB 2018; DTSC 2018a, 2018b). The closest site was identified as a military cleanup site 0.4 mile west of the church campus at a public storage facility. However, the project is separated from the facility by I-5 and existing development and does not pose a hazardous materials risk to the church campus. Therefore, there are no hazardous materials located on the project site or surrounding area that would create a significant hazard to the public or the environment, and impacts would be less than significant.

**e. No Impact**

The project site is not located within the vicinity of a private airstrip. The nearest airport is McClellan-Palomar Airport, which is located approximately 9.5 miles to the north. Additionally, Naval Air Station (NAS) Miramar is located approximately 10 miles to the southeast. Therefore, the project site is not located within an airport land use plan or within two miles of a public airport and would not result in a safety hazard or excessive noise for people visiting the church campus. No impact would occur.

**f. No Impact**

The project does not propose any changes in existing conditions in the project area which would interfere with emergency response plans or emergency evacuation plans. Project construction would not require temporary roadway closure or otherwise disrupt emergency

access, and the project would not generate any operational vehicle trips that would affect intersection and roadway segment operations on the surrounding roadway network. The project would improve emergency access to the project site by constructing a hammerhead turn-around within the existing parking lot to accommodate fire truck access. Consequently, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No impact would occur.

**g: Less Than Significant Impact**

The project is limited to site improvements that would not increase the risk associated with wildland fires on the existing church campus. Additionally, the project would improve fire truck access to the site by constructing a hammerhead turn-around within the existing parking lot. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

## 4.10 Hydrology and Water Quality

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces in a manner, which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

Storm water runoff is collected by five storm drain inlets on the project site and directed to an on-site polyvinyl chloride (PVC) storm drain system consisting of drain pipes ranging between 4 and 12 inches in diameter. The on-site drain system conveys storm water flows to a 30-inch, County of San Diego reinforced concrete pipe (RCP) located at Marine View Avenue approximately 415 feet west of the site, which then discharges storm water flows to the San Dieguito Lagoon approximately 4,700 feet southwest of the site. The project would incorporate BMPs during construction consistent with the requirements of NPDES Construction General Permit and the City’s BMP Design Manual to control storm water flows and prevent erosion and pollution. The project would prepare a SWPPP that would document the type and location of these construction BMPs in order to obtain grading and building permits. The project would introduce permeable pavement within the proposed parking lot to be constructed in the southwest portion of the church campus. This site design BMP feature would include treatment features that would improve storm water quality, and would also reduce runoff volume and flow compared to the to the existing hydrological condition. Therefore, the project would not violate any water quality standards

or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

**b. Less Than Significant Impact**

The Preliminary Hydrology Report prepared for the project determined that proposed improvements would convert 1,803 square feet of currently pervious surface to impervious surface (Appendix E). Because the existing 6.51-acre church campus primarily consists of undeveloped pervious surfaces, the creation of 1,803 square feet of impervious surfaces would not substantially interfere with groundwater recharge. Water would continue to infiltrate through the majority of church campus that would remain undeveloped, which would continue to allow for recharge of the groundwater basin. Furthermore, the project does not propose using groundwater for any purpose. Therefore, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

**c.i. through iv. Less Than Significant Impact**

There are no natural hydrologic features on the project site. The Preliminary Hydrology Report prepared for the project determined that the proposed improvements would maintain the existing drainage pattern and that the existing on-site storm water system would have adequate capacity to convey storm water flows (Appendix E). The project would introduce permeable pavement within the proposed parking lot to be constructed in the southwest portion of the church campus. This site design BMP feature would serve to reduce runoff volume and flow compared to the existing hydrological condition. Overall, the project would reduce the peak 100-year storm event flow rate from 2.25 cubic feet per second (cfs) to 2.01 cfs (Appendix E). Additionally, the project would incorporate BMPs during construction consistent with the requirements of NPDES Construction General Permit and the City's BMP Design Manual to control storm water flows and prevent erosion and pollution. The project would prepare a SWPPP that would document the type and location of these construction BMPs in order to obtain grading and building permits. Furthermore, all modified project slopes would be landscaped to prevent erosion in the post-project condition. Therefore, the project would not substantially alter the drainage pattern of the site or the surrounding area in a manner that could result in substantial erosion, runoff, or flood flows, and impacts would be less than significant.

**d. Less Than Significant Impact**

Exhibit 1 of the City's General Plan Safety Element shows that the project site is not located within the 100-year floodplain as mapped by the Federal Emergency Management Agency (City of Solana Beach 2010). The project site is not located near a dam or within a dam failure inundation area, nor otherwise be subject to risks associated with flooding. The project is not located adjacent to any bodies of water that could be subject to seiche. The project site is not located within the tsunami inundation area as mapped by the California Department of Conservation (Department of Conservation 2009). Although the project site is located approximately 1.2 miles east of the Pacific Ocean, it is separated by high coastal bluffs, urban development, and I-5 that would block the flow of water during a tsunami. Therefore, the project would not risk the release of pollutants due to project inundation

associated with flood hazards, tsunamis, or seiche zones, and impacts would be less than significant.

**e. Less Than Significant Impact**

As described in Section 4.10c(i) through c(iv), the project would reduce the peak 100-year storm event flow rate from 2.25 cfs to 2.01 cfs. The project would implement both construction and operational BMPs to control potential erosion that may carry silt or other pollutants. Therefore, the project would not generate substantial amounts of runoff that would conflict with or obstruct implementation of a water quality control plan, and impacts would be less than significant.

As described in Section 4.10b, this slight increase in impervious area from 27 percent to 32 percent of the project site would not substantially interfere with groundwater recharge. Therefore, the project would not conflict with or obstruct a sustainable groundwater management plan, and impacts would be less than significant.

## 4.11 Land Use and Planning

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The project site consists of an existing church campus located entirely within one parcel. The project is limited to several building and site upgrades that would occur within the existing property and would not affect any surrounding land uses. As described in Section 4.3a above, the project would not increase the capacity of the church campus, and therefore would not require the expansion of existing roadways or construction of new roadways. The project does not propose to extend or introduce new infrastructure, such as water or wastewater pipelines, as adequate facilities exist to serve the improved church campus.

Therefore, the project would not interrupt the existing land use pattern and would not physically divide an established community. No impact would occur.

**b. Potentially Significant Unless Mitigation Incorporated**

The project site is subject to the Hillside Overlay Zone, which is intended to restrict the grading of natural slopes with a gradient of 25 percent or higher. Policy 3.40 of the City LCP/LUP requires a development review permit for projects where site-specific analysis indicates the parcel contains natural slopes exceeding 25 percent grade. The project would modify slopes exceeding 25 percent grade surrounding the existing amphitheater and the existing parking lot. However, a slope analysis was completed that determined that these slopes exceeding 25 percent grade that would require requiring modification are not natural slopes. The amphitheater is a man-made site disturbance, and dirt was heavily excavated and built up to the sides of the amphitheater to avoid trucking fill off-site. This created unnatural steep slopes surrounding the amphitheater. Similarly, when the existing parking lot was constructed on the site, dirt was displaced to each side of the lot. Therefore, the project is requesting a variance from the Hillside Overlay Zone since the slopes exceeding 25 percent grade that would be impacted by the project are not natural slopes. Approval of the requested variance would ensure that the project is consistent with the Hillside Overlay Zone. As described in Section 4.1d above, the project would implement lighting measures that would ensure consistency with the regulations of the Dark Sky Area Overlay Zone. Consistency with the City’s CAP is demonstrated in Section 4.7b above.

Table 9 presents an evaluation of the project’s consistency with the City’s LCP/LUP (City of Solana Beach 2014) under the California Coastal Act. As demonstrated in the sections referenced above and Table 9 below, the project would with the majority of the applicable land use plan, policy, or regulations. Implementation of mitigation measure BIO-1 would reduce impacts would associated with LCP/LUP policies 3.32 and 3.33 to a level less than significant.

Table 9	
Compliance with the City of Solana Beach LCP/LUP	
LCP/LUP Provisions and Policies	
Coastal Act Provision	Project Compliance
<p><b>Section 30240</b></p> <p>(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.</p> <p>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.</p>	<p>(a) The proposed site improvements would not encroach into any environmentally sensitive habitat areas (ESHA). No impact would occur.</p> <p>(b) The proposed site improvements would occur in an area adjacent to an ESHA. However, these improvements have been designed in a manner that would avoid impacts to the ESHA and would be compatible with the continuance of these habitat areas. No impact would occur.</p>

<b>Table 9</b>	
<b>Compliance with the City of Solana Beach LCP/LUP</b>	
<b>LCP/LUP Provisions and Policies</b>	
<b>Land Use Plan Provisions</b>	<b>Project Compliance</b>
<p><b>Policy 3.10:</b>                      If the application of the policies and standards contained in this LCP regarding use of property designated as ESHA or ESHA buffer, including the restriction of ESHA to only resource-dependent use, would likely constitute a taking of private property without just compensation, then a use that is not consistent with the ESHA provisions of the LCP shall be allowed on the property, provided such use is consistent with all other applicable policies of the LCP, the approved project is the alternative that would result in the fewest or least significant impacts, and it is the minimum amount of development necessary to avoid a taking of private property without just compensation. In such a case, the development shall demonstrate the extent of ESHA on the property and include mitigation, or, if on-site mitigation is not feasible, payment of an in-lieu fee, for unavoidable impacts to ESHA or ESHA buffers from the removal, conversion, or modification of natural habitat for new development, including required fuel modification and brush clearance per Policy 3.12. Mitigation shall not substitute for implementation of a feasible project alternative that would avoid adverse impacts to ESHA.</p>	<p>The application of the policies and standards contained in the LCP regarding the use of property designated as ESHA or ESHA buffer would not result in a taking of private property. No impact would occur.</p>
<p><b>Policy 3.11:</b>                      New development shall be sited and designed to avoid impacts to ESHA. For development permitted pursuant to Policy 3.10, if there is no feasible alternative that can eliminate all impacts, then the alternative that would result in the fewest or least significant impacts shall be selected. Impacts to ESHA that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to on-site mitigation. Off-site mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on-site or where off-site mitigation is more protective. Mitigation shall not substitute for implementation of the project alternative that would avoid impacts to ESHA. Mitigation for impacts to ESHA shall be provided at a 3:1 ratio.</p>	<p>The proposed site improvements have been designed in a manner that would avoid impacts to ESHA and would be compatible with the continuance of these habitat areas. No impact would occur.</p>

<b>Table 9</b> <b>Compliance with the City of Solana Beach LCP/LUP</b>	
<b>LCP/LUP Provisions and Policies</b>	
<p><b>Policy 3.22:</b>                      Development adjacent to ESHAs shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation buffer areas shall be provided around ESHAs to serve as transitional habitat and provide distance and physical barriers to human intrusion. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect. All buffers around (non-wetland) ESHA shall be a minimum of 100 feet in width, or a lesser width may be approved by the Planning Department and Fire Marshal as addressed in Policy 3.65. However, in no case can the buffer size be reduced to less than 50 feet.</p>	<p>The proposed site improvements have been designed in a manner that would avoid impacts to ESHA and would be compatible with the continuance of these habitat areas. Proposed site improvements associated with the project would not require new brush management clearance. No impact would occur. Existing native buffers to ESHA would not be reduced further as a result of the project.</p>
<p><b>Policy 3.24:</b>                      New development, including, but not limited to, vegetation removal, vegetation thinning, or planting of non-native or invasive vegetation shall not be permitted in required ESHA or park buffer areas. Habitat restoration and invasive plant eradication may be permitted within required buffer areas if designed to protect and enhance habitat values.</p>	<p>The proposed site improvements would upgrade existing facilities and are not located within ESHA buffer areas. Existing ESHA buffers would remain. The proposed site improvements have been designed in a manner that would avoid impacts to ESHA and would be compatible with the continuance of these habitat areas. No impact would occur.</p>
<p><b>Policy 3.25:</b>                      Required buffer areas shall extend from the outer edge of the tree or shrub canopy of ESHA.</p>	<p>ESHA buffers are provided from the outer edge of ESHA canopy. The proposed site improvements have been designed in a manner that would avoid impacts to ESHA and ESHA buffers. Proposed site improvements associated with the project would not require new brush management clearance. No impact would occur.</p>
<p><b>Policy 3.28:</b>                      Permitted development located within or adjacent to ESHA and/or parklands that can adversely impact those areas shall include open space or conservation restrictions or easements over ESHA, ESHA buffer, or parkland buffer in order to protect resources.</p>	<p>The proposed site improvements have been designed in a manner that would avoid impacts to ESHA. No impact to ESHA would occur and current protection measures would remain.</p>

<b>Table 9</b>	
<b>Compliance with the City of Solana Beach LCP/LUP</b>	
<b>LCP/LUP Provisions and Policies</b>	
<p><b>Policy 3.32:</b>                      For development in locations known, or determined by environmental review, to potentially have breeding or nesting sensitive birds species, two weeks prior to any scheduled development, a qualified biological monitor shall conduct a preconstruction survey of the site and within 500 feet of the project site. Sensitive bird species are those species designated “threatened” or “endangered” by state or federal agencies, California Species of Special Concern, California Fully Protected Species, raptors, and large wading birds. In addition, surveys must be conducted every two weeks for sensitive nesting birds during the breeding season. If nesting sensitive birds are detected at any time during the breeding season, the California Department of Fish and Wildlife shall be notified and an appropriate disturbance set-back will be determined and imposed until the young-of-the-year are no longer reliant upon the nest. The set-back or buffer shall be no less than 100 feet.</p>	<p>The proposed site improvements would not occur in an area known to have breeding or nesting sensitive bird species. In the event that breeding or nesting birds are present, direct impacts can be avoided through implementation of pre-construction surveys described in mitigation measure BIO-1 described in Section 4.4a above. Implementation of mitigation measure BIO-1 would reduce impacts to a level less than significant.</p>
<p><b>Policy 3.33:</b>                      The City should coordinate with the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service, National Marine Fisheries Service, and other resource management agencies, as applicable, in the review of development applications in order to ensure that impacts to ESHA and marine resources, including rare, threatened, or endangered species, are avoided and minimized.</p>	<p>The proposed site improvements would not impact ESHA or any rare, threatened, or endangered species. No impact would occur. In the event that breeding or nesting birds are present, direct impacts can be avoided through implementation of pre-construction surveys described in mitigation measure BIO-1 described in Section 4.4a above. Implementation of mitigation measure BIO-1 would reduce impacts to a level less than significant.</p>
<p><b>Policy 3.51:</b>                      New development shall be sited and designed to preserve oak, sycamore, alder, willow, toyon, or other native trees that are not otherwise protected as ESHA. Removal of native trees shall be prohibited except where no other feasible alternative exists. Structures, including roads or driveways, shall be sited to prevent any encroachment into the root zone and to provide an adequate buffer outside of the root zone of individual native trees in order to allow for future growth.</p>	<p>The project site does not possess any native trees. No impact would occur.</p>

<b>Table 9 Compliance with the City of Solana Beach LCP/LUP</b>	
<b>LCP/LUP Provisions and Policies</b>	
<p><b>Policy 3.52:</b> New development on sites containing native trees shall include a tree protection plan.</p>	<p>The project site does not possess any native trees. No impact would occur.</p>
<p><b>Policy 3.53:</b> Where the removal of native trees cannot be avoided through the implementation of project alternatives or where development encroachments into the protected zone of native trees result in the loss or worsened health of the trees, mitigation measures shall include, at a minimum, the planting of replacement trees on-site, if suitable area exists on the project site, at a ratio of 1:1 for every tree removed. Where onsite mitigation is not feasible, off-site mitigation shall be provided through planting replacement trees or by providing an in-lieu fee based on the type, size and age of the tree(s) removed. The number of replacement trees allowed to be planted within the very high fire hazard severity zone will be approved by the Fire Marshal. Proper spacing of tree trunks and canopies will be maintained in accordance with the Fire Code for trees in this zone. Any new or replacement tree planted in this zone shall be fire resistive and on the Planning and Fire Department approved planting list.</p>	<p>The project site does not possess any native trees. No impact would occur.</p>

## 4.12 Mineral Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The City’s General Plan does not identify the project site as an existing or former extraction site and there are no known mineral resources on the site. Mining operations would be infeasible due to the site’s current use as a church campus, existing zoning and land use designation, and surrounding land uses. Therefore, implementation of the project would not result in the loss of availability of a known mineral resource. No impact would occur.

**b. No Impact**

The City’s General Plan does not identify the project site as an existing or former mineral resource site. No impact would occur.

**4.13 Noise**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:****a. Less Than Significant Impact**

Noise is 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. Decibels (dB) are the standard unit of measurement of the sound pressure generated by noise sources and are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale for earthquake magnitudes. 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 noise energy would result in a 3 dB decrease.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-weighted scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. Noise levels using A-weighted measurements are written as dB(A). It is widely accepted that the average healthy ear can barely perceive changes of 3 dB(A) (increase or decrease) and that a change of 5 dB(A) is readily perceptible. An increase of 10 dB(A) is perceived as twice as loud, and a decrease of 10 dB(A) is perceived as half as loud (California Department of Transportation [Caltrans] 2013).

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level ( $L_{eq}$ ), the maximum noise level, and the community noise equivalent level (CNEL).

The  $L_{eq}$  is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed. The maximum noise level is the highest sound level occurring during a specific period.

The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and a 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

**General Plan Land Use Compatibility**

The Noise Element of the City's General Plan establishes land use compatibility noise standards for various land uses in the City. The exterior and interior noise standards for institutional land uses, including churches, are 65 and 45 CNEL, respectively. The main noise source in the vicinity of the project site is vehicle traffic on I-5. Based on Exhibit 12 of the City's Noise Element, noise levels at the project site range from approximately 60 to 65 CNEL (City of Solana Beach 2014).

The project would implement improvements to the existing church campus including improvements to the amphitheater; pathway and ramp improvements; construction of a parking lot turn-around, trash storage area, and new parking; and expansion of the AV structure and Administration Office; and improvements to Founders Hall. The project would not construct a new sensitive land use that could be exposed to noise levels in excess of the City's noise standards. The project also would not generate additional vehicle traffic and would, therefore, not result in an increase in noise levels at existing sensitive land uses. Therefore, impacts associated with General Plan land use compatibility would be less than significant.

#### Solana Beach Municipal Code – Construction

The Solana Beach Municipal Code Noise Abatement and Control Ordinance regulates construction hours and noise levels. Section 7.34.100 states that:

- A. The erection, demolition, alteration or repair of any building structure or the grading or excavation of land in such a manner as to create disturbing, excessive or offensive noise during the following hours, except as hereinafter provided, is a violation of this code:
  1. Before 7:00 a.m. or after 7:00 p.m., Monday through Friday, and before 8:00 a.m. or after 7:00 p.m. on Saturday;
  2. All day on Sunday, New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.
- B. Exceptions.
  1. An owner/occupant or resident/tenant of residential property may engage in home improvement or a home construction project involving the erection, demolition, alteration or repair of a building or structure or the grading or excavation of land on any weekday between the hours of 7:00 a.m. and 7:00 p.m., and on weekends between the hours of 8:00 a.m. and 7:00 p.m.; provided such project is for the benefit of the residential property and is personally carried out by said owner/occupant or resident/tenant.
  2. The City Manager may grant exceptions of this section by issuing a permit in the following circumstances:
    - a. When emergency repairs are required to protect the health and safety of any member of the community; or
    - b. In nonresidential zones, provided there are not inhabited dwellings within 1,500 feet of the building or structure being erected, demolished, altered or repaired or the exterior boundaries of the site being graded or excavated.
- C. Construction noise levels shall not exceed 75 decibels for more than eight hours [ $L_{eq(8)}$ ] during any 24-hour period when measured at or within property lines of any property which is developed and used either in part or in whole for residential purposes.

Construction noise would be generated by diesel engine-driven construction equipment used for site preparation and building construction. Diesel engine-driven trucks would also bring materials and debris to and from the site. Construction equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurements. Thus, equipment is not continuously generating noise. Construction of the proposed improvements would require equipment such as backhoes, loaders, cranes, pavers, rollers, etc. Construction equipment noise levels are summarized in Table 10. Maximum noise levels are the noise levels that are generated when the equipment is operating at maximum load, and duty cycle is the percentage of time that the equipment operates at maximum load. Average hourly noise levels generated by each piece of equipment were calculated using the maximum noise levels and duty cycles. As shown in Table 10, although maximum noise levels may be 74 to 90 dB(A) at a distance of 50 feet during some construction activities, hourly average noise levels would be 70 to 83 dB(A)  $L_{eq}$  at 50 feet.

Equipment	Maximum Noise Level at 50 Feet [dB(A) $L_{max}$ ]	Typical Duty Cycle	Average Hourly Noise Level [dB(A) $L_{eq}$ ]
Backhoe	80	40%	
Concrete Mixer Truck	85	40%	
Concrete Pump	82	20%	
Crane (mobile or stationary)	85	20%	
Dozer	85	40%	
Dump Truck	84	40%	
Front End Loader	80	40%	
Paver	85	50%	
Roller	74	40%	
SOURCE: FHWA 2006.			

Sensitive receivers in the vicinity of the project site include residential uses to the south/southwest, the east, and the west, and a Montessori school to the west. The 75 dB(A)  $L_{eq}$  construction noise level limit established in Section 7.34.100 of the City’s Noise Abatement and Control Ordinance applies to residential uses. However, for informational purposes, noise levels at the Montessori school are also assessed. The following is a discussion of construction noise levels due to each proposed construction activity.

*Founder’s Hall*

Construction equipment required for the Founder’s Hall improvements could include a crane, tractors/loaders/backhoes, and a forklift. Assuming the two loudest pieces of equipment would operate simultaneously, based on the noise levels shown in Table 10, construction equipment noise levels would generate an average hourly noise level of 81 dB(A)  $L_{eq}$  at 50 feet. The nearest residential property line is located approximately 125 feet south of Founder’s Hall. An average hourly noise level of 81 dB(A)  $L_{eq}$  at 50 feet would attenuate to 73 dB(A)  $L_{eq}$  at 125 feet. Thus, noise levels due to construction of improvements at Founder’s Hall would not exceed the 75 dB(A)  $L_{eq}$  Noise Abatement and

Control Ordinance limit at the nearest residential use. The Montessori school is located approximately 150 feet west of Founder's Hall. Average hourly construction noise levels at this distance would attenuate to 71 dB(A)  $L_{eq}$ .

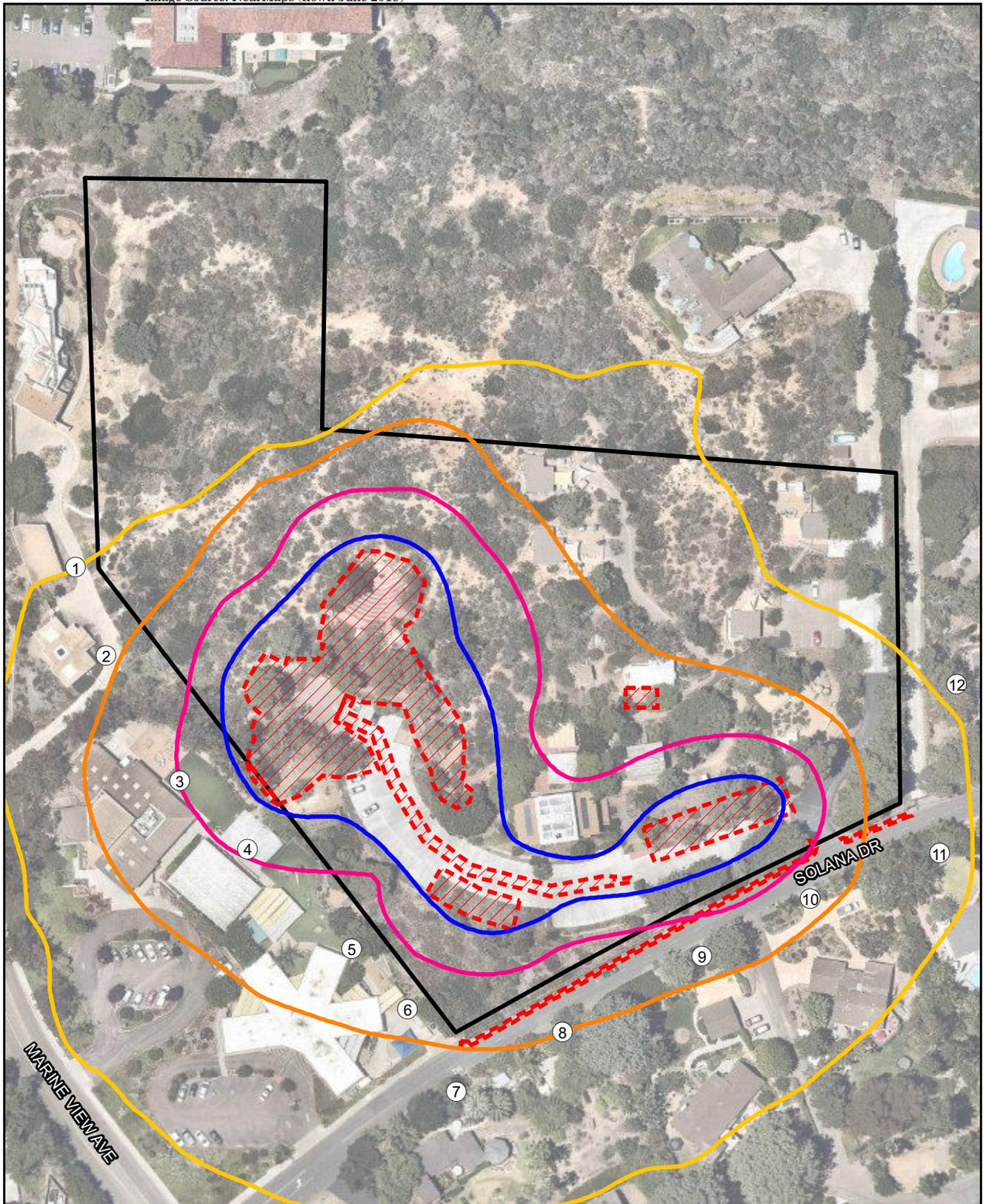
#### *Administration Building*

Construction of the improvements at the Administration Building would require the same equipment as construction of the improvements at Founder's Hall. The Administration Building is located 200 feet from the nearest residential property line to the south, and 285 feet from the Montessori school to the west. An average hourly noise level of 81 dB(A)  $L_{eq}$  at 50 feet would attenuate to 69 dB(A)  $L_{eq}$  at the nearest residential use and 66 dB(A)  $L_{eq}$  at the Montessori school. Thus, noise levels due to construction of improvements at Founder's Hall would not exceed the 75 dB(A)  $L_{eq}$  Noise Abatement and Control Ordinance limit at the nearest residential use.

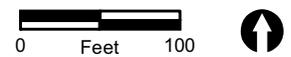
#### *Amphitheater, A/V Booth, Parking*

Amphitheater improvements, construction of the new A/V booth, and paving activities would occur closer to the project boundary and would require more equipment than the improvements to Founder's Hall and the Administration Building. Additionally, the construction equipment would operate over a larger area. In order to account for the more dynamic construction area and in order to take into account site topography, noise due to construction activities at the amphitheater, A/V booth, and parking lot were modeled using SoundPLAN. SoundPLAN calculates noise propagation based on the International Organization for Standardization method (ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors). The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. Noise levels were calculated at specific receiver locations, and construction noise contours were developed.

The loudest phase associated with construction activities at the amphitheater and site of the new A/V booth and restrooms would be associated with site preparation/grubbing and grading, and paving activities. Equipment required to prepare and grade the undisturbed areas of the site would include a dozer and tractor/loader/backhoes. Assuming the two loudest pieces of equipment would operate simultaneously, based on the noise levels shown in Table 10, construction equipment noise levels would generate an average hourly noise level of 82 dB(A)  $L_{eq}$  at 50 feet from grading activities. Paving activities would require a paver, roller, and tractor/loader/backhoe. Assuming the two loudest pieces of equipment would operate simultaneously, based on the noise levels shown in Table 10, construction equipment noise levels would generate an average hourly noise level of 83 dB(A)  $L_{eq}$  at 50 feet from paving activities. A noise level of 83 dB(A)  $L_{eq}$  at 50 feet was modeled as an area source over the construction area. Noise levels were modeled at a series of 12 specific receivers located at the adjacent residential uses and Montessori school, and ground floor contours were developed. Table 11 summarizes the construction noise levels at the modeled receivers. Construction noise contours are shown in Figure 9. SoundPLAN output is provided in Appendix F.



- |  |  |
|--|--|
|  Project Boundary   | <b>Construction Noise</b>  |
|  Limit of Work      |  60 dB(A) Leq |
|  Modelled Receivers |  65 dB(A) Leq |
|  |  70 dB(A) Leq |
|  |  75 dB(A) Leq |



**FIGURE 9**  
Amphitheater, A/V Booth, Parking  
Construction Noise Contours

**Table 11**  
**Amphitheater, A/V Booth, and Parking Construction Noise Levels**

Receiver	Land Use	Construction Noise Level [dB(A) $L_{eq}$ ]
1	Residential	60
2	Residential	64
3	Montessori School	70
4	Montessori School	71
5	Montessori School	67
6	Montessori School	66
7	Residential	63
8	Residential	65
9	Residential	67
10	Residential	67
11	Residential	61
12	Residential	59

SOURCE: Appendix F

As shown, construction noise levels would not exceed the 75 dB(A)  $L_{eq}$  Noise Abatement and Control Ordinance limit at the nearest residential use or at the Montessori school.

In summary, noise levels due construction of the proposed improvements are not anticipated to exceed 75 dB(A)  $L_{eq}$  at the adjacent uses. Although the existing adjacent residences would be exposed to construction noise levels that may be heard above ambient conditions, the exposure would be temporary (see the duration of each construction activity in Table 5 in Section 4.3b above) and no construction would occur between the hours of 7:00 p.m. and 7:00 a.m. In addition, the project would be required to comply with the City’s Noise Abatement and Control Ordinance limits. Therefore, impacts related to temporary construction activities would be less than significant.

Solana Beach Municipal Code – Stationary Noise

Section 7.34.040 of the Solana Beach Municipal Code Noise Abatement and Control Ordinance specifies maximum one-hour average sound level limits at the boundary of a property. These maximum one-hour sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries due to activities occurring on the property. Where two or more zones adjoin, the sound level limit is the arithmetic mean of the respective limits for the two zones. Table 12 shows the exterior noise limits specified in the City’s Noise Abatement and Control Ordinance.

**Table 12**  
**Municipal Code Exterior Noise Limits**

Zone	One-Hour Average Noise Level Limit [dB(A) $L_{eq}$ ]	
	7:00 a.m. – 10:00 p.m.	7:00 a.m. – 10:00 p.m.
Residential (ER1, ER2, LR, LMR, MR)	50	45
Residential (MHR, HR)	55	45
Commercial Office (C, LC, OP)	60	55
Light Industrial and Special Commercial (LI SC)	70	60
Public/Institutional (PI, ROW)	60	45
Park/Recreational (OSR)	60	45

dB(A)  $L_{eq}$  = average A-weighted decibel hourly equivalent sound level

Stationary noise sources associated with the existing church camps include mechanical equipment (heating, ventilation, and air conditioning units), parking activities (idling engines, car doors, starting vehicles, etc.), and church employees and patrons. However, the project would not result in any changes that would increase noise associated with these sources.

The other main noise sources associated with the existing church campus are events at the amphitheater, which include church services and other events such as weddings. The existing amphitheater includes two speakers located near the stage. The project would include improvements to the amphitheater including the installation of shade structure, addition of two new rows of seating, raising the stage six inches, addition of choir benches, construction of ADA ramps to access existing seating, and the replacement of the A/V booth. None of these improvements would result in a noticeable change in the operational noise characteristics of events at the amphitheater. The amphitheater currently has two speakers mounted on poles on either side of the stage. These speakers would be mounted on the proposed tensile fabric shade structure that would be installed. There would be no change in the volume or the amount of noise generated by these speakers. It should also be noted that the amphitheater is located approximately 200 feet from the closest adjacent residential use. There is also a significant amount of vegetation located between the amphitheater and the property lines, which further attenuates noise levels.

A very loud, unamplified speaking voice typically generates a noise level of 67 dB(A)  $L_{eq}$  at 3 feet [sound power level of 75 dB(A)]. Noise levels were modeled for a very loud, unamplified voice, an amplified voice that is twice as loud as the unamplified voice [sound power level of 85 dB(A)], and an amplified voice that is four times as loud as the unamplified voice [sound power level of 95 dB(A)]. Accounting for the distance between the amphitheater and the nearest uses (see Receivers 1 through 4 on Figure 9) as well as the surrounding vegetation, noise levels due to an unamplified voice and the two ranges of amplified voices would range from approximately 22 to 42 dB(A)  $L_{eq}$  at the nearest uses. Choir music modeled at a noise level of 93 dB(A)  $L_{eq}$  at 3 feet [sound power level of 100 dB(A)] would attenuate to 47 dB(A)  $L_{eq}$  at the nearest use. These noise levels are less than the daytime noise ordinance limit of 50 dB(A)  $L_{eq}$ . Events would not occur during the nighttime hours.

Overall, the project is not expected to result in a noticeable change in the operational noise characteristics of events at the amphitheater and it is not anticipated that noise levels would exceed the City's Noise Abatement and Control Ordinance limits. Therefore, impacts associated with on-site generated noise would be less than significant.

#### **b. Less Than Significant Impact**

Proposed site improvements do not include significant groundborne noise or vibration sources, and no significant vibration sources currently exist, or are planned, in the project area. Therefore, groundborne noise or vibration impacts associated with project operation would be less than significant.

Construction operations have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and damage to nearby structures at the highest levels. Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures.

Project construction is not anticipated to include activities known to cause significant vibration impacts such as pile driving or blasting. Other project construction activities, such as the use of jackhammers, other high-power or vibratory tools, compactors, and tracked equipment, can generate substantial vibration in the immediate vicinity, typically within 25 feet of the equipment. However, the closest structures are located more than 25 feet from the project construction limits (see Figure 9). As a result, typical construction activities would not be expected to generate substantial vibration that would be perceptible to receivers. Therefore, impacts associated with ground borne vibration or ground borne noise levels would be less than significant.

**c. No Impact**

The project site is not located within the vicinity of a private airstrip. The nearest airport is McClellan-Palomar Airport, which is located approximately 9.5 miles to the north. Additionally, NAS Miramar is located approximately 10 miles to the southeast. Therefore, the project site is not located within an airport land use plan or within two miles of a public airport and would not expose people visiting the church campus to excessive noise levels. No impact would occur.

## 4.14 Population and Housing

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The project is limited to facility improvements on the existing church campus and would not construct any housing or business that would induce substantial unplanned population growth in the area, either directly or indirectly. The project would not extend any existing roads or expand existing infrastructure facilities that could induce growth. No impact would occur.

**b. No Impact**

The project is limited to facility improvements on the existing church campus and there is no housing on the existing church campus. Therefore, no existing people or housing would be displaced, and no impact would occur.

### 4.15 Public Services

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a.i. Less Than Significant Impact**

Fire protection and emergency services would be provided by the Solana Beach Fire Department, located approximately 0.8 mile northwest of the project site at 500 Loma Santa Fe Drive. The project would incrementally increase the need for service in the area by slightly increasing the amount of building space on the church campus. However, this increase in demand would not result in the need for new or altered facilities. The existing church campus has been accounted for in the General Plan, and the project would not constitute a new facility requiring fire protection, but a slight increase in the size of an existing facility. Additionally, the project would improve emergency fire access to the project site by constructing a hammerhead turn-around within the existing parking lot to accommodate fire truck access. Therefore, the project would not require the construction of new fire protection or emergency response facilities, and impacts would be less than significant.

**a.ii. No Impact**

The City contracts with the San Diego County Sheriff's Department for law enforcement services. Police services are provided by the San Diego County Sheriff's North Coastal Station, located approximately 3.9 miles north at 175 North El Camino Real, in the City of Encinitas. The project would not increase the need for additional police services. Although the project would slightly increase the amount building space on the church campus, these improvements would meet existing demand and would not increase the number of people visiting the church campus. Therefore, the project would not require the construction of new police protection facilities, and no impact would occur.

**a.iii. No Impact**

The project is limited to facility improvements on the existing church campus and would not construct any housing. Consequently, the project would not generate any new student enrollment that would increase demand for schools. No impact would occur.

**a.iv. No Impact**

The project is limited to facility improvements on the existing church campus and would not construct any housing. Consequently, the project would not result in population growth that would increase demand for use of park and recreational facilities. No impact would occur.

**a.v. No Impact**

The San Diego County Library operates a Solana Beach Branch at 157 Stevens Avenue at the Earl Warren Middle School campus. Additionally, the church campus has an existing 1,916-square-foot library on-site that would not be affected by the project. The project is limited to facility improvements on the existing church campus and would not construct any housing. Consequently, the project would not result in population growth that would increase demand for library services. No impact would occur.

## 4.16 Recreation

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a. No Impact**

The project is limited to facility improvements on the existing church campus and would not construct any housing. Consequently, the project would not result in population growth that would increase the use of neighborhood parks, regional parks, or other recreational facilities. No impact would occur.

**b. No Impact**

The project does not include any recreation facilities, nor would it result in population growth necessitating the construction or expansion of recreational facilities. No impact would occur.

**4.17 Transportation/Traffic**

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

As described in sections 4.3b and 4.6a above, emissions modeling for project construction was based on CalEEMod equipment defaults that represent a conservative evaluation of impacts associated with the project's proposed improvements. This conservative approach estimated that project construction would require a maximum of 18 vehicle trips per day. Consequently, vehicle trips associated with project construction would be minimal and would not affect intersection and roadway segment operations on the surrounding roadway network. Project construction associated with building and site upgrades would occur entirely within the existing property and would not require temporary closures on the surrounding roadway network. As described in Section 4.3a above, the project would not result in a net change of the amount of seating at the amphitheater, and therefore, would not increase service attendance. Therefore, the project would not increase the capacity of

the church campus and would not generate new operational vehicle trips that would affect intersection and roadway segment operations on the surrounding roadway network.

The project site consists of a church campus on private property and does not include any officially designated alternative modes of transportation on site. The nearest bike lanes are located 0.20 mile north of the church campus on Loma Santa Fe Drive, and the nearest bus stop is located approximately 0.35 mile northwest of the project site at the intersection Loma Santa Fe Drive and Solana Hills Drive. All project improvements would occur entirely within the existing property or within the segment of Solana Drive immediately adjacent to the church campus and would not affect any of these alternative modes of transportation. The project would install new curbs along the north side of Solana Drive adjacent to the church campus's southern boundary, but would not affect the existing sidewalk west of the church campus. The project would improve several existing pedestrian paths and add an ADA compliant ramp to improve accessibility on the project site. Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

#### **b. Less Than Significant Impact**

As described in Section 4.17a above, vehicle trips associated with project construction would be minimal and would not affect intersection and roadway segment operations on the surrounding roadway network. Additionally, the project would not generate new operational vehicle trips that would affect intersection and roadway segment operations on the surrounding roadway network. Therefore, preparation of a Vehicle Miles Traveled Analysis per CEQA Guidelines Section 15064.3, subdivision (b) was not required, and impacts would be less than significant.

#### **c. No Impact**

The project would improve safety on the property by constructing a hammerhead turnout in the western portion of the parking lot to accommodate fire truck access consistent with all applicable safety regulations. Additionally, the project would improve several existing pedestrian paths and add an ADA compliant ramp within the site boundaries consistent with all applicable safety regulations. All other project features would be designed and constructed consistent with applicable safety regulations. Therefore, the project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. No impact would occur.

#### **d. No Impact**

The project would improve emergency access to the project site by constructing a hammerhead turn-around within the existing parking lot to accommodate fire truck access. Project construction would not require temporary roadway closure or otherwise disrupt emergency access, and the project would not generate any operational vehicle trips that would affect intersection and roadway segment operations on the surrounding roadway network. Therefore, the project would not result in inadequate emergency access to or from the project site. No impact would occur.

## 4.18 Tribal Cultural Resources

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a.i. Less Than Significant Impact**

The City has initiated consultation with the Native American tribes consistent with the requirements of AB 52. Tribes who are traditionally and culturally affiliated with the geographic area of the project were invited to consult regarding potential impacts to tribal cultural resources. None of the Native American tribes who were contacted requested consultation.

As described in Section 4.5a above, there are no historic resources located on the project site that would qualify or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource, and impacts would be less than significant.

**a.ii. Less Than Significant Impact**

As described in Section 4.5b above, the project site was disturbed during construction of the existing church campus. Earthwork during project construction would require export of 259.75 cubic yards, which constitutes a relatively minor amount of excavation. All project improvements would be located adjacent to existing facilities. Consequently, the project footprints of all project improvements were disturbed during original construction of the church campus. As a result, project construction would not impact native soil that may have tribal cultural resources due to the disturbed nature of the site. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource, and impacts would be less than significant.

## 4.19 Utilities and Service Systems

Would the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provided which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local statutes and regulation related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Less Than Significant Impact**

New facilities associated with the project requiring water supply and wastewater treatment would be limited to the ADA compliant restrooms to be constructed within the new 740-square-foot building. As described in Section 4.3a above, the project would not increase the amount of service attendance, and any increase demand for water supply and wastewater treatment associated with proposed ADA compliant restrooms would be minimal and would serve the existing congregants. However, introduction of these facilities would not substantially affect water supplies of the Santa Fe Irrigation District. Similarly, the incremental increase in demand for wastewater treatment would not substantially affect the existing capacity of the San Elijo Water Reclamation Facility. Therefore, the project would not require or result in the relocation or construction of new water supply or wastewater treatment facilities or expansion of existing facilities, and impacts would be less than significant.

The project would implement BMPs during construction consistent with the requirements of NPDES Construction General Permit and the City's BMP Design Manual that would control storm water flows and prevent erosion and pollution. The project would prepare a

SWPPP that would document the type and location of these construction BMPs in order to obtain grading and building permits. All slopes modified during construction would be landscaped to prevent erosion in the post-project condition. The preliminary hydrology report prepared for the project determined that the proposed improvements would maintain the existing drainage pattern and that the existing on-site storm water system would have adequate capacity to convey storm water flows. Therefore, the project would not require or result in the relocation or construction of new storm water drainage facilities. No impact would occur.

The project is limited to facility improvements on the existing church campus and would not increase demand for telecommunications. Increased use of electric power and/or natural gas would be minimal. Therefore, the project would not require or result in the relocation or construction of new electric power, natural gas, or telecommunications facilities, and impacts would be less than significant.

**b. Less Than Significant Impact**

As described in Section 4.19a above, the incremental increase in water demand associated with the ADA compliant restrooms would not substantially affect water supplies of the Santa Fe Irrigation District, and impacts would be less than significant.

**c. Less Than Significant Impact**

As described in Section 4.19a above, the incremental increase in demand for wastewater treatment associated with the ADA compliant restrooms would not substantially affect the existing capacity of the San Elijo Water Reclamation Facility, and impacts would be less than significant.

**d. Less Than Significant Impact**

The project would involve site clearing, demolition of the existing A/V booth, and construction that would generate solid waste that would be disposed of and recycled as appropriate. The project would recycle construction and demolition waste consistent with the City's Construction and Demolition Debris Recycling Ordinance (SBMC Chapter 6.36). Additionally, the project would prepare and submit a waste management plan (WMP) on a City approved form documenting that the project would recycle construction and demolition materials consistent with SBMC Chapter 6.36. The WMP would identify the amount of waste that would be generated during construction and how it would be recycled or disposed. It is anticipated that construction and demolition debris would most likely be taken to the EDCO Construction, Demolition and Inert Recycle Facility at 224 South Las Posas Road in San Marcos. Completed project facilities would generate limited amounts of operational waste due to the limited size of the project improvements and the fact that the project would not increase attendance at the church campus. Operational waste would be collected by EDCO Waste and Recycling Services and disposed of as appropriate. Therefore, the project would not result in a need for new or expanded solid waste facilities off-site, and impacts related to solid waste would be less than significant.

**e. Less Than Significant Impact**

As described in Section 4.19d above, the project would prepare and submit a WMP on a City approved form documenting that the project would recycle construction and demolition materials consistent with SBMC Chapter 6.36. The WMP would identify the amount of waste that would be generated during construction and how it would be recycled or disposed. Completed project facilities would generate limited amounts of operational waste due to the limited size of the project improvements and the fact that the project would not increase attendance at the church campus. Therefore, the project would comply with all federal, state, and local statutes and regulations related to solid waste, and impacts would be less than significant.

**4.20 Wildfire**

Does the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a. No Impact**

As described in Section 4.9f, the project would not interfere with emergency response plans or emergency evacuation plans. Project construction would not require temporary roadway closure or otherwise disrupt emergency access, and the project would not generate any operational vehicle trips that would adversely affect intersection and roadway segment operations on the surrounding roadway network. The project would improve emergency access to the project site by constructing a hammerhead turn-around within the existing parking lot to accommodate fire truck access. Consequently, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

**b. Less Than Significant Impact**

As described in Section 4.9g, the project is limited to site improvements that would not increase the risk associated with wildfires on the existing church campus. Additionally, the project would improve fire truck access to the site by constructing a hammerhead turn-around within the existing parking lot. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

**c. Less Than Significant Impact**

As described in Section 4.9g, the project is limited to site improvements that would not increase the risk associated with wildfires on the existing church campus. Additionally, the project would improve fire truck access to the site by constructing a hammerhead turn-around within the existing parking lot. As described in Section 4.19a, above, the project would not require or result in the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, impacts would be less than significant.

**d. Less Than Significant Impact**

As described in Section 4.10d, Exhibit 1 of the City General Plan Safety Element shows that the project site is not located within the 100-year floodplain as mapped by the Federal Emergency Management Agency (City of Solana Beach 2010). The project site is not located near a dam or within a dam failure inundation area, nor otherwise be subject to risks associated with flooding. Project site improvements would not increase the risk associated with landslides beyond existing condition. As described in Section 4.10c(i) through c(iv), the project would maintain the existing drainage pattern and that the existing on-site storm water system would have adequate capacity to convey storm water flows. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant.

## 4.21 Mandatory Findings of Significance

Does the project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATIONS:**

**a. Potentially Significant Unless Mitigation Incorporated**

As described in Section 4.4, the removal of trees on the project site during construction could have a significant impact on habitat for migratory birds. However, implementation of mitigation measure BIO-1 would reduce the potential impacts to wildlife species to a level less than significant. Other than this potential impact, the project does not have the potential to substantially degrade the quality of the environment, substantially reduce the

habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As described in Section 4.5, the project would not impact any historical resources.

**b. Potentially Significant Unless Mitigation Incorporated**

Project impacts requiring mitigation are limited to biological resources. As described in Section 4.4a, implementation of mitigation measure BIO-1 would reduce impacts related to nesting bird or raptor species to a level less than significant. Implementation of BIO-1 would also reduce impacts related to compliance with the Compliance with the City LCP/LUP to a level less than significant. By mitigating project-level impacts to a level less than significant, the project would not contribute to existing cumulative impact to biological resources. As described throughout the Draft IS/MND, all other project-level impacts would be less than significant without mitigation. Consequently, the project would not result in any project-level significant impacts that could contribute to an existing cumulative impact on the environment.

**c. Less Than Significant Impact**

As described in Sections 4.1 through 4.20, the project would not result in any substantial adverse direct or indirect impacts to human beings. Therefore, impacts would be less than significant.

## 5.0 Preparers

### Report Preparers

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## 6.0 Sources Consulted

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