Draft Initial Study for the Chabad of Coronado Project Coronado, California

Prepared for
City of Coronado
1825 Strand Way
Coronado, CA 92118

Prepared by
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September 11, 2024

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1.0 Introduction

This Initial Study (IS) 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 evaluates the environmental effects of the proposed Chabad of Coronado Project (project).

The IS includes the following components:

- A Draft IS and the formal findings made by the City of Coronado (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 21 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 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 the appropriate environmental document 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.

This IS 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 will consider any comments received on the IS when deciding which environmental document to adopt.

2.0 Project Description

1. Project Name:

Chabad of Coronado Project

2. Lead Agency:

City of Coronado
1825 Strand Way
Coronado, CA 92118

3. Contact Person and Phone Number:

Mr. Jesse Brown
Principal Planner
City of Coronado
(619) 522-7326

4. Project Location:

The City is situated in the northern portion of San Diego Bay, southwest across the bay from downtown San Diego, and southeast of Naval Air Station North Island (NASNI; Figure 1). The City is connected to the mainland by a natural land bridge, called the Silver Strand, which extends southerly a distance of approximately 9 miles to the City of Imperial Beach. This land bridge separates the Pacific Ocean on the west from San Diego Bay, located to the east. The City's limits extend from NASNI south along Silver Strand to the City of Imperial Beach. The City is also connected to downtown San Diego by the two-mile-long San Diego–Coronado Bridge, which is part of State Route 75.

The project is within the City at 970 C Avenue on Assessor's Parcel Number 537-341-13-00. The project site on a U.S. Geological Survey map is shown on Figure 2 and an aerial photograph of the project site is shown on Figure 3. The project would replace the existing Chabad of Coronado located at 1330 Orange Avenue, Suite 120-130.

5. Project Applicant/Sponsor:

Chabad of Coronado
Rabbi Eli Fradkin
1330 Orange Avenue #120-130

6. General Plan Designation:

R3/P (Multiple Family Residential, 28 Dwelling Units/Acre [1/1,556 square feet] 3,500 square feet minimum lot size with Parking Overlay)

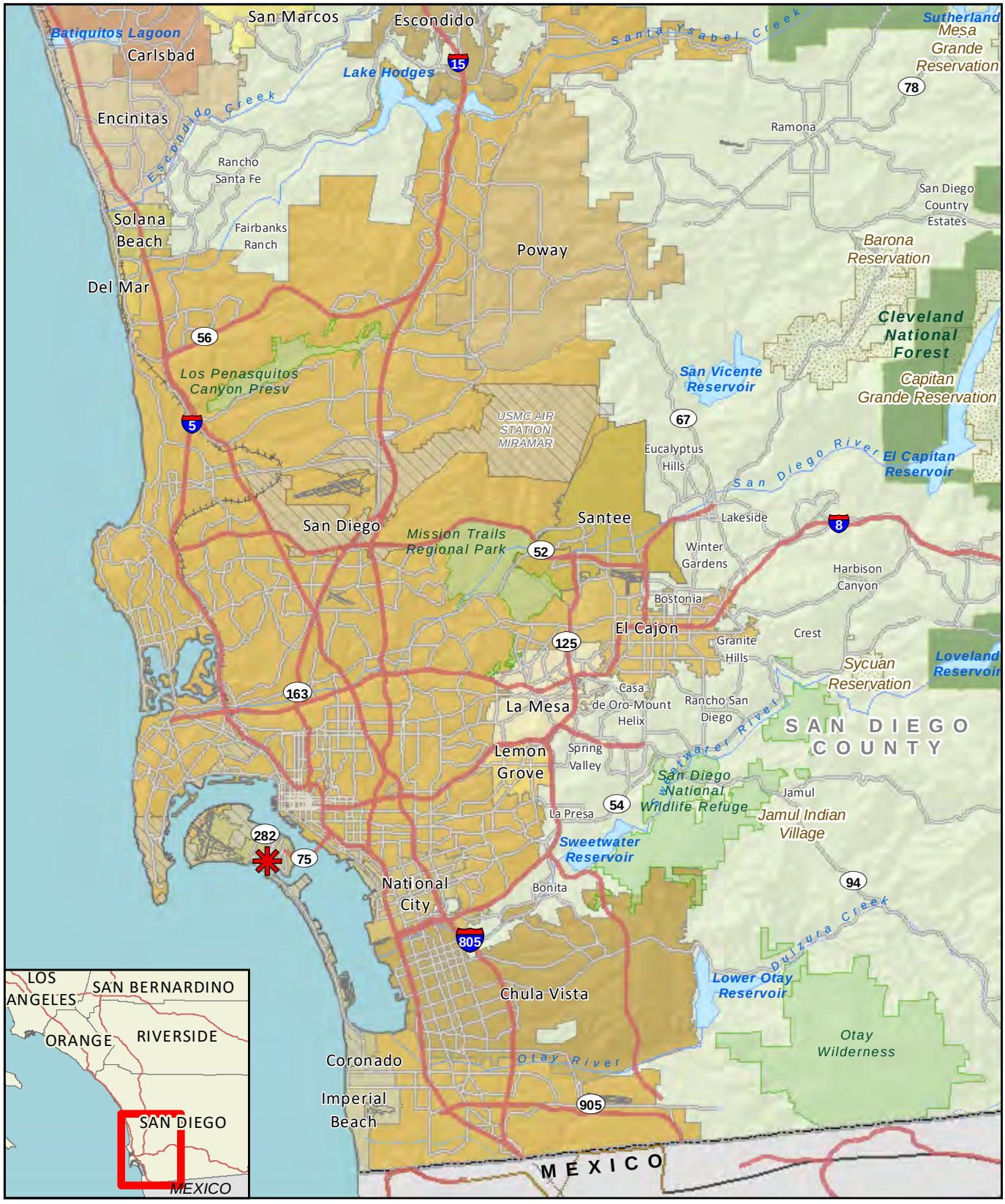

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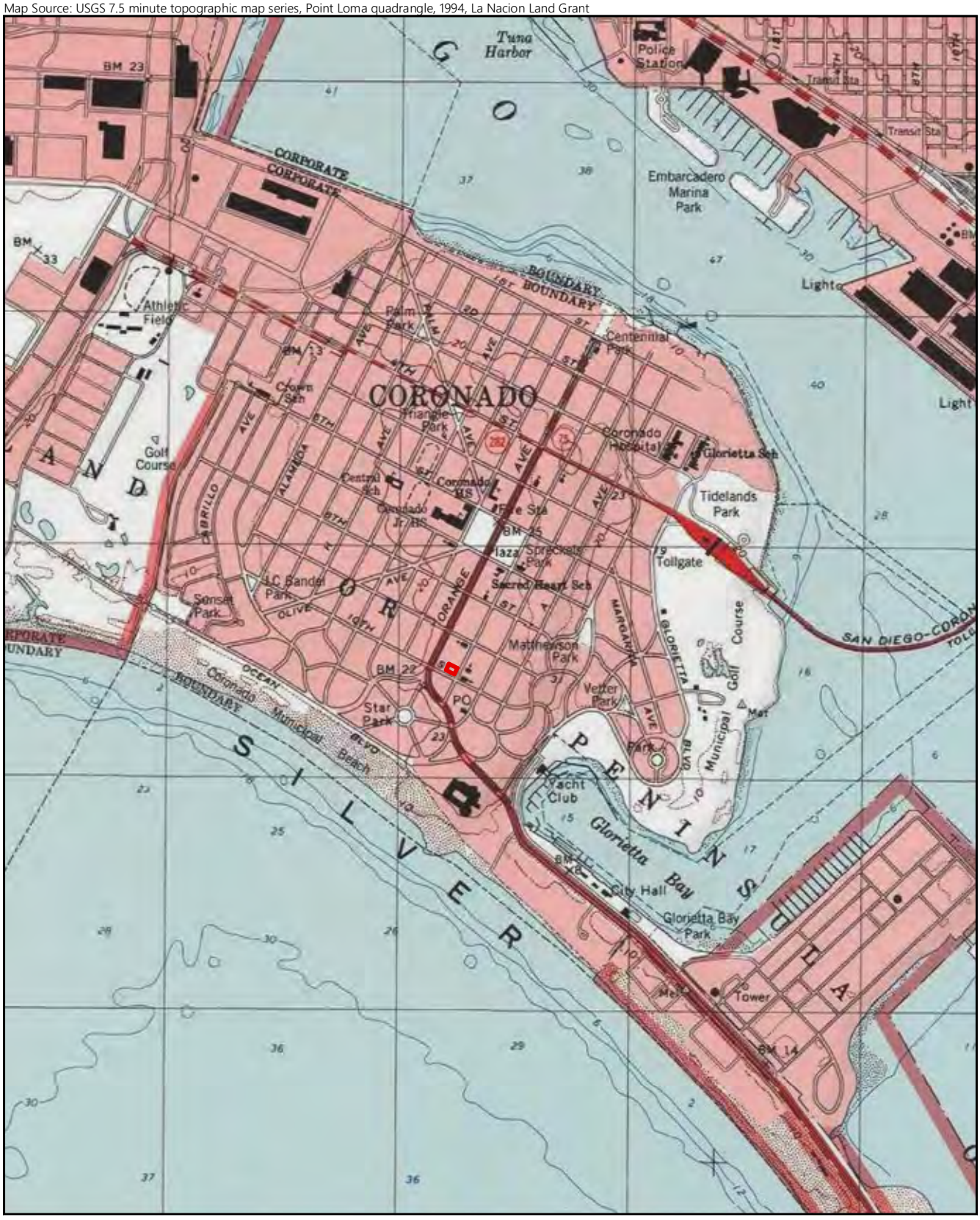
FIGURE 1
Regional Location

Map Source: USGS 7.5 minute topographic map series, Point Loma quadrangle, 1994, La Nacion Land Grant



Project Boundary

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FIGURE 2
Project Location on USGS Map

Image Source: NearMap (flown January 2024)

0 Feet 50

Project Boundary

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FIGURE 3
Project Location on Aerial Photograph

7. Zoning:

R3/P (Multiple Family Residential, 28 Dwelling Units/Acre [1/1,556 square feet] 3,500 square feet minimum lot size with Parking Overlay)

8. Surrounding Land Use(s) and Project Setting:

The 0.32-acre project site is currently developed with two one-story, 4,874-square-foot office buildings. The project site is bounded by multi-family residential units to the northeast, C Avenue, a church and preschool to the east and the southeast, and 10th Street and commercial uses to the southwest. An alley followed by commercial uses is to the northwest.

9. Project Description:

The project proposes to demolish two existing 4,874-square-foot office buildings and construct a two-story, 13,064-square-foot synagogue (Figure 4). The 13,064-square-foot synagogue would consist of an assembly space, a library, office spaces, a kitchen, two classrooms, and a 1,294 square foot basement. The project would include three outdoor areas totaling 4,089 square feet. Access to the project site would be along the alley located northwest of the project site. Parking is proposed in a one-level-deep basement, which would include 50 subterranean parking spaces (46 tandem parklift spaces [e.g., vertically stacked vehicles], 2 compact spaces, 1 accessible van space, and 1 accessible space). Valet service will be provided to ensure the parklifts are properly operated and to control the queuing of vehicles. Hours of operation will vary daily. Weekday activities will start no earlier than 8:00 a.m. and finish no later than 9:00 p.m. Weekend activities will start no earlier than 9:30 a.m. and finish no later than 1:00 p.m.

Construction

Project construction would consist of 15-feet-below-grade cuts to accommodate the proposed basement and export of approximately 3,414 cubic yards. As discussed in the Preliminary Geotechnical Investigation prepared by Christian Wheeler Engineering (Appendix A), the seasonally high capillary groundwater level is at 16 feet below the existing grade and would be below the proposed maximum excavated depth required for the shoring lagging installation. Any groundwater encountered during the installation of the drilled shafts for the temporary shoring cantilevered soldier piles would stay onsite and would not be discharged into the City storm water or sewer systems. Any excess water produced during wet-hole drilling would be placed into storage tanks and would be recycled or removed and disposed of at a wastewater treatment facility.

In the event that dewatering is required, dewatering would be conducted in accordance with Section 86.56.575 in the City of Coronado Municipal Code (CMC), which states that basements requiring dewatering during construction shall observe a minimum three-foot side yard setback. This would require halting all construction activities until a redesigned project is submitted, reviewed, and approved. In addition, dewatering would be required to adhere to the City's dewatering policies, which include standard regulations of the San Diego Regional Water Quality Control Board (RWQCB). A construction National Pollutant Discharge Elimination System (NPDES) permit, issued by the RWQCB to discharge water from dewatering activities, would be required prior to start of construction.

Map Source: Christian Rice Architects Inc.

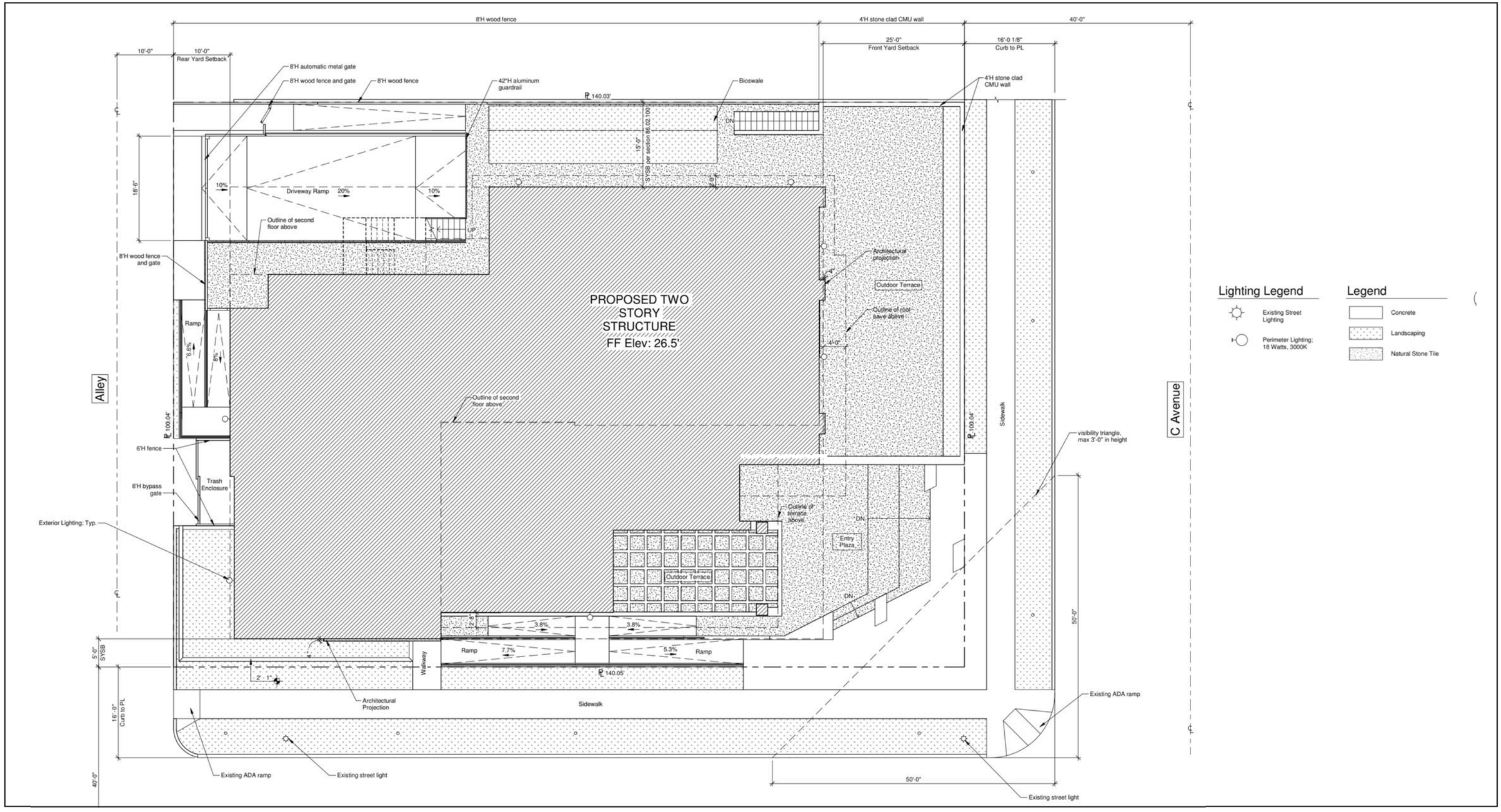

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FIGURE 4
Site Plan

To manage surface water runoff, the project would construct a partial retention bioswale located on the northern edge of the project site and a best management practices (BMP) planter located at the southwestern corner of the project site. Construction would occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, excluding holidays. Construction and final occupancy are estimated to occur within a 9-month window and would start shortly after project approval.

Architectural Design

The proposed synagogue would have a maximum height of 28 feet and 11 inches, which would be consistent with the 30-foot height limit outlined in Sections 86.14.030 and 86.56.050 of the CMC. The architectural design would be modern with metal detailing and a flat roof. Outdoor lighting, consistent with CMC Chapter 80.00, would be included throughout the project site. The proposed building elevations are shown in Figures 5a and 5b.

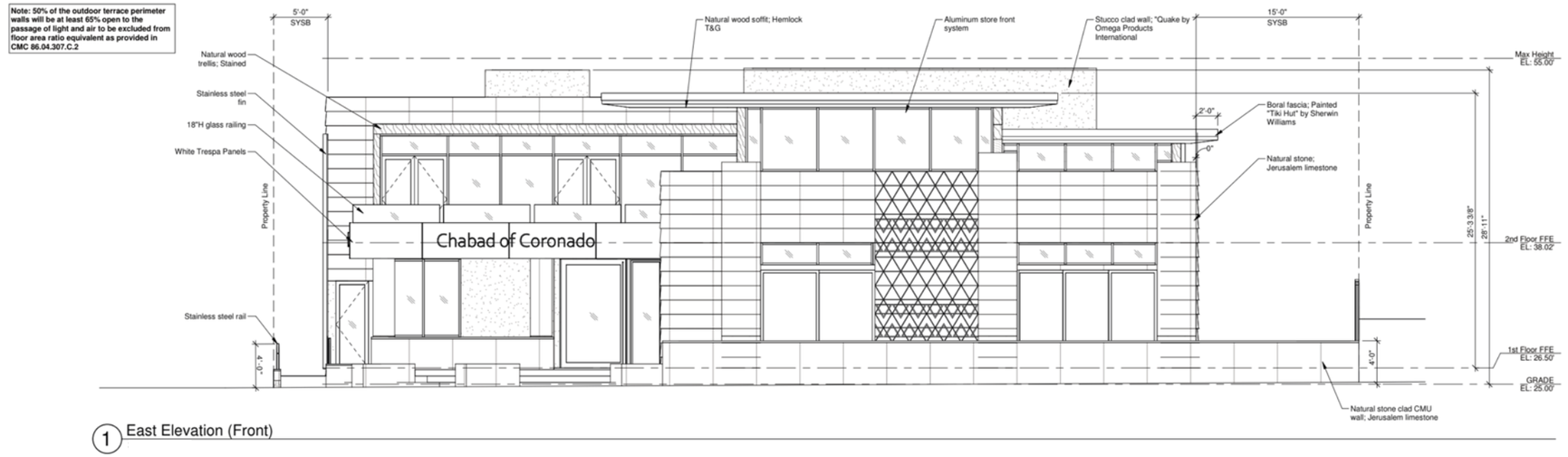
Operation

The project would have 11 employees and would serve members of the Orthodox Judaism community, most of whom generally do not operate motor vehicles on Jewish holidays, including Friday nights, Saturdays, and other major holidays. Project operations are proposed to be limited to Monday through Friday from 8:00 a.m. to 9:30 p.m. and from 9:00 a.m. to 1:00 p.m. on weekends. Amplified sound would be limited to indoors and would be required to end at 10:00 p.m. A detailed day-to-day operational schedule including information regarding religious services and class schedules can be found in Table 1 below. Annual events would include three to five bar and bat mitzvahs per a year, Chanukah on one day in December, Passover on two nights in April, Shavuot on two days in May, summer camp for the first three weeks of July (Monday to Friday from 9:30 a.m. to 2:30 p.m.), high holidays, and approximately four weddings/receptions per a year. No amplified music would be played for any events on Friday evenings, all day Saturday, or any holiday, as it is not allowed per religious beliefs.

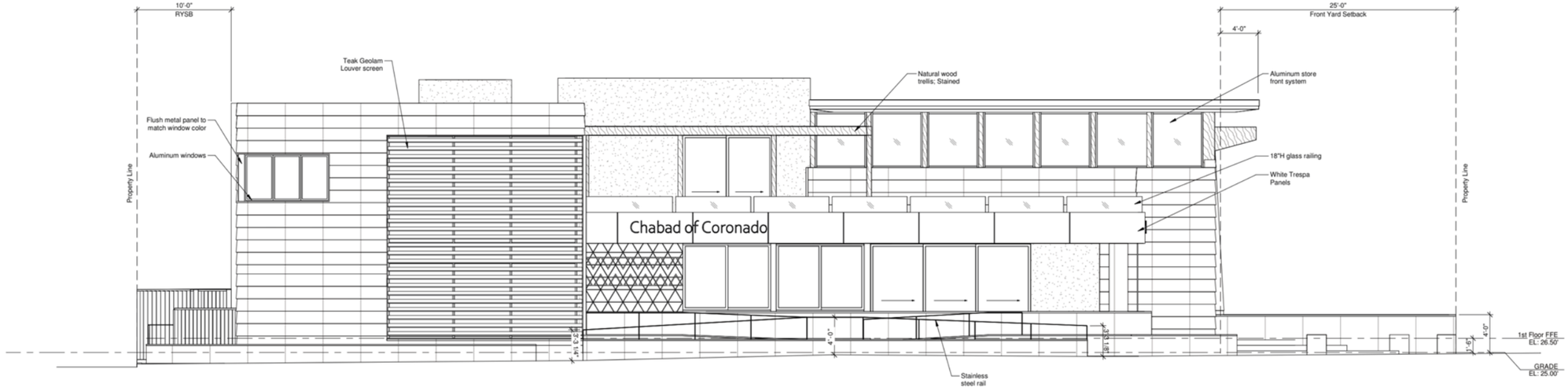
Table 1
Operational Schedule

Day	Time	Occurrence/Event
Sunday	9:15 a.m. – 10:15 a.m.	Hebrew Class
Sunday	10:30 a.m. – 11:30 a.m.	Hebrew Class
Monday	8:00 a.m. – 9:00 a.m.	Prayer Service
Monday	9:30 a.m. – 4:00 p.m.	Administration Office
Tuesday	9:30 a.m. – 4:00 p.m.	Administration Office
Tuesday	6:30 p.m. – 7:30 p.m.	Adult Education Class
Tuesday	8:30 p.m. – 9:30 p.m.	Young Parents Class
Wednesday	9:30 a.m. – 4:00 p.m.	Administration Office
Wednesday	2:00 p.m. – 3:00 p.m.	Teens Class
Thursday	8:00 a.m. – 9:00 a.m.	Prayer Service
Thursday	9:30 a.m. – 4:00 p.m.	Administration Office
Friday	9:30 a.m. – 4:00 p.m.	Administration Office
Friday	6:00 p.m. – 7:00 p.m.	Sabbath Service
Friday	7:00 p.m. – 8:00 p.m.	Sabbath Dinner
Saturday	10:00 a.m. – 12:00 p.m.	Sabbath Service
Saturday	12:00 p.m. – 1:00 p.m.	Luncheon

Map Source: Christian Rice Architects Inc.



1 East Elevation (Front)



2 South Elevation (10th Street Side)

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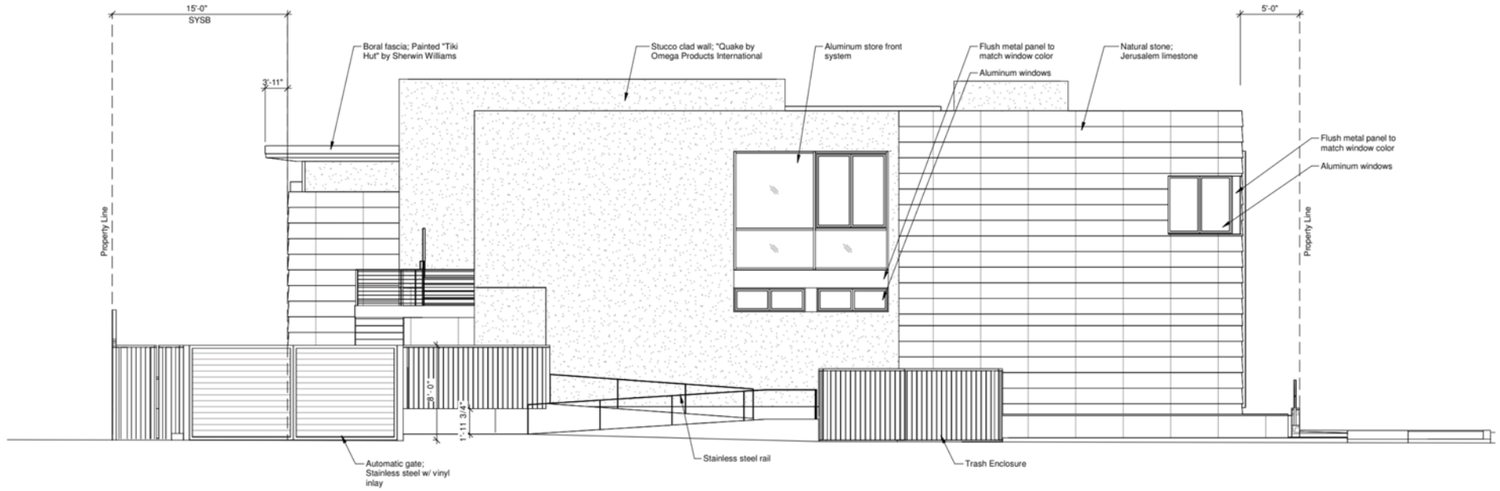
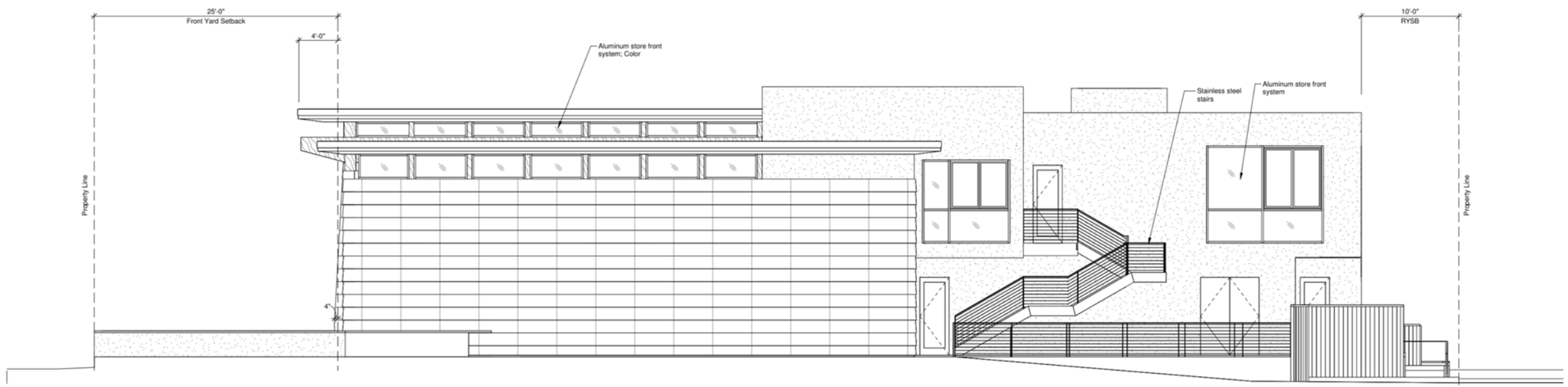
FIGURE 5a
Building Elevations

Map Source: Christian Rice Architects Inc.



1 West Elevation (Alley Side)



2 North Elevation (Side)

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FIGURE 5b
Building Elevations

10. Required Permits and Approvals:

Table 2 Required Permits and Approvals	
Permit Type/Action	Permitting/Approving Agency
Grading Permit	City of Coronado
Design Review	City of Coronado/Design Review Commission
Major Special Use Permit	City of Coronado/City Council
Parking Plan	City of Coronado/City Council
Coastal Development Permit	City of Coronado/City Council
Building Permits	City of Coronado

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

    Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

On May 21, 2024, the City sent consultation notification letters to Native American tribes on the City's Master List pursuant to the requirements of Assembly Bill (AB) 52 pertaining to government-to-government consultation regarding the project. All the tribes that were contacted did not respond.

12. 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.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

3.0 Environmental Determination

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.

Signature

8/29/24
Date

Jesse Brown
Printed Name

Principal Planner
Title

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 proposed 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?	☐	☐	☒	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

For the purposes of this analysis, a scenic vista is defined as a long, expansive view of a highly valued landscape from a publicly accessible vantage point. "Highly valued landscapes" can include natural open spaces, topographic formations including mountains or hills, or more generally, areas that contribute to a high level of visual quality.

As described in the City's Local Coastal Program (LCP), Orange Avenue from Third Street to San Diego Bay is designated as a view corridor (City of Coronado 2013). The project site is located approximately 182 feet east of Orange Avenue and therefore would not be located within the City's designated view corridor. Construction and operation of the project would not alter views from Orange Avenue. Although the existing structure would be replaced with a two-story synagogue, the height of the proposed synagogue would not exceed the height limit outlined in Sections 86.14.030 and 86.56.050 of the CMC. The new building would be constructed within the same general footprint of the existing structure. As such, the project would not affect the visual quality of the area or obstruct scenic views. Development of the project would involve grading, excavation, and other construction

activities which could create a visual impact. However, construction impacts would be temporary and would not permanently affect views of the project area. Therefore, impacts associated with the adverse effect on a scenic vista would be less than significant.

b. Less than Significant Impact

According to the California Department of Transportation (Caltrans) State Scenic Highway Map Viewer (2024), the nearest officially designated state scenic highway to the project site is the San Diego–Coronado Bridge portion of State Route 75 and the Silver Strand portion of State Route 75 between Imperial Beach to Avenida Del Sol in Coronado.

The project site is located approximately 4,833 feet southwest of the San Diego–Coronado Bridge portion of State Route 75 and 2,398 feet northwest of the Silver Strand portion of State Route 75. Construction and operation of the project would not alter views from Orange Avenue. Although the existing structure would be replaced with a two-story synagogue, the height of the proposed synagogue would not exceed the height limit outlined in Sections 86.14.030 and 86.56.050 of the CMC. The new building would be constructed within the same general footprint of the existing structure. Therefore, the project would not affect the visual quality of the area or obstruct scenic views. Additionally, the project site does not support any scenic resources such as trees, rock outcroppings, or historic buildings. The project site is currently developed with two one-story office buildings and ornamental landscaping. Therefore, the project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Impacts would be less than significant.

c. Less Than Significant Impact

California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated City that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that City and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As estimated by the California Department of Finance (DOF) for 2024, the population of the City is 21,589 persons (DOF 2024). However, the City of San Diego is located east of the City and has an estimated population of 1,385,379 persons (DOF 2024). Therefore, the project is considered within an urbanized area, and the following analysis considers whether the project would conflict with applicable zoning and other regulations governing scenic quality.

The City's land use and zoning designations for the project site are R3/P (Multiple Family Residential, 28 Dwelling Units/Acre [1/1,556 square feet] 3,500 square feet minimum lot size with Parking Overlay). In accordance with the CMC, Section 86.55.120, the project would be permitted with a Major Special Use Permit. In addition, the height of the proposed synagogue would not exceed the height limit outlined in Sections 86.14.030 and 86.56.050 of the CMC. Therefore, the project would not conflict with applicable zoning or any regulations governing scenic quality. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality; impacts would be less than significant.

d. Less Than Significant Impact

The project site is currently developed and is surrounded by existing development that emits light. Development of the project would be required to comply with CMC Chapter 80.00, and the location, type, and direction of the lighting would be reviewed during the Improvement Plan review to ensure compliance. Therefore, the project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. Impacts would be less than significant.

4.2 Agriculture and Forestry Resources

Would the proposed 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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
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])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

EXPLANATIONS:

a. No Impact

The project site is in an urbanized area. According to the California Department of Conservation's (DOC) California Important Farmland Finder, most of San Diego County—including the City—is not mapped under the Farmland Mapping and Monitoring Program, and, thus, does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (collectively Important Farmland; DOC 2022). Therefore, no impacts associated with conversion of Important Farmland would occur.

b. No Impact

The City does not have any exclusive agricultural zones, and the project site and surrounding properties are not zoned for agricultural use or a Williamson Act Contract. No impact would occur.

c. No Impact

The City does not have any zoning classifications for forestland, timberland, or timberland production zones. The project site does not contain any forest or timberland as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g). No impact would occur.

d. No Impact

The project site does not contain any forestlands or timberland as defined by Public Resources Code Section 12220[g], Public Resources Code Section 4526, or Government Code Section 51104(g). No impact would occur.

e. No Impact

There are no agricultural uses or forestlands on-site or in the vicinity of the project site. Therefore, the project would not result in conversion of farmland or forestland. No impact would occur.

4.3 Air Quality

Would the proposed 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?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Project consistency is based on whether the project would conflict with or obstruct implementation of the Regional Air Quality Strategy (RAQS) and/or applicable portions of the State Implementation Plan, which would lead to increases in the frequency or severity of existing air quality violations. Following the California Clean Air Act, California was divided geographically into 15 air basins for managing the state air resources on a regional basis. Areas within each air basin are considered to share the same air masses and, therefore, have similar ambient air quality. The project site is located within the San Diego Air Basin (SDAB). Stationary sources of air emissions within each air basin are regulated by regional air quality districts, of which the project is located within the jurisdiction of the San Diego Air Pollution Control District (SDAPCD).

Air districts are tasked with regulating emissions such that air quality in the basin does not exceed national or California ambient air quality standards (National Ambient Air Quality Standards [NAAQS] and California Ambient Air Quality Standards [CAAQS]); where 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 (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and respirable particulate matter (particulate matter less than 10 microns [PM_{10}] and less than 2.5 microns [$PM_{2.5}$]).

The RAQS is the applicable regional air quality plan that sets forth the SDAPCD's strategies for achieving the NAAQS and CAAQS. The SDAB is designated a non-attainment area for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and NO_X, which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create

challenges in controlling emissions and, by extension, to maintaining and improving air quality. The RAQS was most recently updated in 2022.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans (LUPs) developed in general plans and used by the San Diego Association of Governments (SANDAG) in the development of the regional transportation plans and Sustainable Communities Strategies (SCS). As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the City General Plan (General Plan) would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project site is designated as R3/P (Multiple Family Residential, 28 Dwelling Units/Acre [1/1,556 square feet] 3,500 square feet minimum lot size with Parking Overlay). The project is a permitted use with a Major Special Use Permit and would therefore be consistent with the existing land use and zoning designations for the project site. The project would be consistent with the growth assumptions of the General Plan. Additionally, as discussed under Section 4.3.b below, project emissions would not exceed the screening level thresholds associated with air quality impact screening. Therefore, the project would not result in an increase in emissions that are not already accounted for in the RAQS. The project would not obstruct or conflict with implementation of the RAQS, and impacts would be less than significant.

b. Less Than Significant Impact

As discussed in Section 4.3.a above, NAAQS and CAAQS have been established for six criteria pollutants (ozone, CO, SO_2, NO_2, lead, and particulate matter). The City has not adopted air quality significance thresholds for these pollutants, and the SDAPCD does not provide quantitative thresholds for determining the significance of construction or mobile source-related impacts. However, the SDAPCD does specify Air Quality Impact Analysis trigger levels for new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). These trigger level thresholds align with attainment of the NAAQS and be protective of public health. Thus, air quality emissions below these levels would meet the NAAQS. The NAAQS were developed to protect public health, specifically the health of "sensitive" populations, including asthmatics, children, and the elderly. The air quality impact screening levels used in this analysis are shown in Table 3.

The project would result in short-term emissions from construction and long-term emissions associated with project operation. Construction and operational emissions associated with the project were modeled using the California Emissions Estimator Model (CalEEMod) version 2022.1 (Appendix B; California Air Pollution Control Officers Association [CAPCOA] 2022], which incorporates current air emission data. Planning methods, protocol, modeling methodology, and assumptions are summarized below.

Table 3 Air Quality Impact Screening Level Thresholds			
Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
Respirable Particulate Matter (PM_{10})	--	100	15
Fine Particulate Matter ($PM_{2.5}$)	--	55[a]	10[a]
Oxides of Nitrogen (NO_X)	25	250	40
Oxides of Sulfur (SO_X)	25	250	40
Carbon Monoxide (CO)	100	550	100
Lead and Lead Compounds	--	3.2	0.6
Volatile Organic Compounds (VOCs)	--	75[b]	13.7[c]

SOURCE: San Diego Air Pollution Control District, Rules 20.1, 20.2, 20.3; County of San Diego 2007.

[a] Based on the U.S. Environmental Protection Agency "Proposed Rule to Implement the Fine Particle National Ambient Air Quality Standards" published September 8, 2005. Also used by the South Coast Air Quality Management District.

[b] Threshold for VOCs based on the threshold of significance for VOCs from the South Coast Air Quality Management District for the Coachella Valley.

[c] 13.7 tons per year threshold based on 75 pounds per day multiplied by 365 days per year and divided by 2,000 pounds per ton.

Construction Emissions

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

- Fugitive dust from grading and rock-breaking activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Construction-related pollutants result from dust raised during demolition and grading, emissions from construction vehicles, and chemicals used during construction. Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Construction operations are subject to the requirements established in Regulation 4, Rules 52, 54, and 55 of the SDAPCD's rules and regulations.

Heavy-duty construction equipment is usually diesel powered. In general, emissions from diesel-powered equipment contain more NO_X, SO_X, and particulate matter than gasoline-powered engines. However, diesel-powered engines generally produce less CO and less ROG than do gasoline-powered engines. Standard construction equipment includes tractors/loaders/backhoes, rubber-tired dozers, excavators, graders, cranes, forklifts, rollers, paving equipment, generator sets, welders, cement and mortar mixers, and air compressors.

Primary inputs are the numbers of each type of equipment and the length of each construction stage. CalEEMod can estimate the required construction equipment based on surveys performed by the South Coast Air Quality Management District (SCAQMD) and the Sacramento Metropolitan Air Quality Management District of typical construction projects, which provide a basis for scaling

equipment needs and schedule with a project's size. Emission estimates in CalEEMod are based on the duration of construction phases; construction equipment type, quantity, and usage; grading area; season; and ambient temperature, among other parameters. Project emissions were modeled for the following stages: demolition, site preparation, grading, building construction, paving, and architectural coatings. Project construction was modeled beginning in January 2025 and lasting approximately 10 months. Because excavation would be required, the site preparation phase duration was extended from the default of one day to five days, and the grading phase duration was extended from the default of two days to three months. The default durations for the demolition, building construction, paving, and architectural coatings phases were modeled. Project grading would include the export of 3,414 cubic yards of soil. CalEEMod default construction equipment usage was modeled, and an excavator was added to the grading phase. Additionally, there is a possibility that site dewatering would be required if groundwater is encountered during excavation. If it is, a pump would be required to remove excess water. As a conservative assessment, a pump was modeled 24 hours per day during the grading phase of construction. It is unknown how long dewatering would be required; however, as the significance of criteria pollutant emissions is evaluated as maximum emissions per day, this is a worst-case analysis since it assumes the pump would operate 24 hours per day. Table 4 summarizes the modeled construction parameters.

Table 4
Construction Parameters

Construction Phase	Phase Duration (Days)	Equipment	Amount	Hours per Day
Demolition	10	Concrete/Industrial Saw	1	8
		Rubber Tired Dozer	1	1
		Tractors/Loaders/Backhoes	2	6
Site Preparation	5	Grader	1	8
		Tractor/Loader/Backhoe	1	8
Grading	65	Excavator	1	8
		Grader	1	6
		Rubber Tired Dozer	1	6
		Tractor/Loader/Backhoe	1	7
		Pump	1	24
Building Construction	100	Crane	1	4
		Forklifts	2	6
		Tractors/Loaders/Backhoes	2	8
Paving	5	Cement and Mortar Mixers	4	6
		Paver	1	7
		Rollers	1	7
		Tractor/Loader/Backhoe	1	7
Architectural Coatings	5	Air Compressor	1	6

SOURCE: California Emissions Estimator Model version 2022.1, Appendix B.

Table 5 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 B.

Table 5 Summary of Maximum Construction Emissions (pounds per day)						
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	1	5	6	<1	1	<1
Site Preparation	<1	4	6	<1	1	<1
Grading	1	13	13	<1	6	3
Building Construction	1	5	8	<1	<1	<1
Paving	1	4	6	<1	<1	<1
Architectural Coatings	25	1	1	<1	<1	<1
Maximum Daily Emissions	**25**	**13**	**13**	**<1**	**6**	**3**
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns SOURCE: Appendix B.						

To assess the significance of the air quality emissions resulting from construction of the project, construction emissions were compared to the significance thresholds. As shown, maximum daily construction emissions associated with the project are projected to be less than the applicable thresholds for all criteria pollutants. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. In addition, the project applicant would implement standard construction measures compliant with mandatory SDAPCD rules and regulations (Rules 50, 51, 52, 54, and 55) for controlling emissions from fugitive dust and fumes:

- Water the grading areas a minimum of twice daily to minimize fugitive dust.
- Provide sufficient erosion control to prevent washout of silty material onto public roads.
- Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling.
- Periodically sweep up dirt and debris spilled onto paved surfaces to reduce re-suspension of particulate matter caused by vehicle movement. Clean approach routes to construction sites of construction-related dirt.

Further, all construction equipment is subject to the California Air Resources Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to five minutes, requires all construction fleets to be labeled and report to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology (BACT) requirements.

Therefore, as project construction emissions would be below threshold limits and the project would implement standard construction measures compliant with mandatory SDAPCD rules and regulations and CARB's In-Use Off-Road Diesel-Fueled Fleets Regulation, construction emissions would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, construction of the project would not result in a cumulatively

considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant.

Operational Emissions

Operation of the project would result in long-term emissions from mobile, energy, and area sources. Due to the unique nature of the project's proposed land uses, a site-specific trip generation was estimated for each day of a typical week and for special events and holidays based on the proposed schedule of operations and occupancy. Based on the Vehicle Miles Traveled Assessment prepared for the project, during regular operations the project would generate up to 48 average daily trips (ADT), and during special events the project would generate up to a maximum of 104 ADT (Appendix C). This maximum trip generation would be associated with weddings/receptions, which would only occur approximately four times per year. As a worst-case analysis, 48 ADT was modeled for each weekday and 104 ADT was modeled for each Saturday and Sunday. The modeling therefore accounts for any other special events that would occur throughout the year. CalEEMod default trip lengths and vehicle emission factors for the soonest operational year of 2026 were modeled.

Energy sources include emissions from the combustion of natural gas used for water heating, and area sources include emissions from the use of landscaping equipment, consumer products (aerosols, cleansers, etc.), and architectural coatings (e.g., building and parking lot paint). These energy and area sources were calculated based on default CalEEMod regional use factors.

Table 6 provides a summary of the total operational emissions generated by the project. CalEEMod output files for operation of the project are contained in Appendix B.

Table 6
Summary of Maximum Operational Emissions
(pounds per day)

Emission Source	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile Sources	<1	<1	3	<1	1	<1
Area Sources	1	<1	1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Total	**1**	**1**	**5**	**<1**	**1**	**<1**
Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*

ROG = reactive organic gases; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = oxides of sulfur; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns
SOURCE: Appendix B.
NOTE: Totals may vary due to independent rounding.

As shown in Table 6, operation of the project would not generate regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations. Therefore, operation of the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, and impacts would be less than significant.

c. Less Than Significant Impact

A sensitive receptor is a person in the population who is more susceptible to health effects due to exposure to an air contaminant than is the population at large. Examples of sensitive receptor locations in the community include residences, schools, playgrounds, childcare centers, churches, athletic facilities, retirement homes, and long-term health care facilities. Land uses surrounding the project site include multi-family residential uses to the northeast, a church and preschool to the east and southeast, and commercial properties to the south, southwest, and northwest.

The two primary emissions of concern regarding health effects for land development projects are diesel particulate matter (DPM) and CO. Projects that would site sensitive receptors near potential CO hotspots or would contribute vehicle traffic to local intersections where a CO hotspot could occur would be considered as having a potentially significant impact. The project would not introduce any new sources of toxic air contaminants (TACs); therefore, project operation would not produce a cancer risk.

Diesel Particulate Matter

Projects that would result in exposure to toxic air contaminants resulting in a maximum incremental cancer risk greater than 10 in one million for projects implementing BACT measures for air toxics or a health hazard index greater than one would be considered as having a potentially significant impact. Construction of the project would result in the generation of DPM emissions from the use of off-road diesel construction activities and on-road diesel equipment used to bring materials to and from the project site. Generation of DPM from construction projects typically occurs in a single area for a short period. It is estimated that construction of the project would occur over a ten-month period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (Office of Environmental Health Hazard Assessment 2015). Thus, if the duration of proposed construction activities near any specific sensitive receptor were ten months, the exposure would be less than three percent (ten months divided by 30 years) of the total exposure period used for health risk calculation.

Due to the limited time of exposure, project construction is not anticipated to result in a cancer risk in excess of 10 in one million. Additionally, with ongoing implementation of U.S. Environmental Protection Agency (U.S. EPA) and CARB requirements for cleaner fuels, off-road diesel engine retrofits, and new low-emission diesel engine types, the DPM emissions of individual equipment would be substantially reduced. Thus, DPM generated during construction would not result in the exposure of sensitive receptors to substantial pollutant concentration.

Carbon Monoxide Hot Spot

Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions. The SDAB is a CO maintenance area under the federal Clean Air Act. This means that SDAB was previously a non-attainment area and is currently implementing a 10-year plan for continuing to meet and maintain air quality standards. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO. Therefore, more recent screening procedures based on more current methodologies have been developed. The Bay Area Air Quality Management District developed a screening threshold in their 2022 CEQA Guidelines (Bay Area Air Quality Management District 2022). These screening criteria are considered applicable in the SDAB because the San Francisco Bay Air Basin and the SDAB have the same CO maintenance designations. If the following screening criteria are met, operation of a project would result in less than significant impacts related to CO:

- The project is consistent with an applicable congestion management program established by the County congestion management agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.

- Project-generated traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.

- Project-generated traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As discussed, the project would generate up to 48 ADT, and during special events the project would generate up to a maximum of 104 ADT (see Appendix C). The forecasted volume on Orange Avenue is 20,800 ADT, and volumes on other roadways surrounding the project site are much less. Peak hour volumes are typically 10 percent of the total daily volume. Based on the project daily traffic volumes on roadways in the vicinity of the project site, the hourly turning volumes at nearby intersections are projected to be well less than the screening criteria. Additionally, the project would be consistent with San Diego Forward, which is the Regional Transportation Plan (RTP)/SCS, as it would not conflict with implementation of its key goals and 5 Big Moves (see Section 4.8). Therefore, the project is not anticipated to result in a CO hot spot.

The project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

d. Less Than Significant Impact

SDAPCD Rule 51 (Public Nuisance) and California Health & Safety Code, Division 26, Part 4, Chapter 3, Section 41700 prohibit the emission of any material which causes nuisance to a considerable number of persons or endangers the comfort, health, or safety of the public. Projects required to obtain permits from SDAPCD, typically industrial and some commercial projects, are evaluated by

SDAPCD staff for potential odor nuisance, and conditions may be applied (or control equipment required) where necessary to prevent occurrence of public nuisance.

During construction, diesel equipment may generate some nuisance odors. Odors would also be generated during paving activities. However, these odors generated during construction would be temporary, intermittent, disperse quickly, and would not affect a substantial number of people. Once operational, the project would not be a source of odors. Impacts would be less than significant.

4.4 Biological Resources

Would the proposed 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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?	☐	☐	☒	☐
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?	☐	☐	☐	☒

EXPLANATIONS:

a. No Impact

The project site is currently developed and does not support any sensitive habitats or listed species as designated by the USFWS or CDFW. Therefore, no impacts associated with sensitive habitats or listed species would occur.

b. No Impact

The project site is currently developed and does not support any riparian habitat or other sensitive vegetation community identified by a local or regional plan, the CDFW, or the USFWS. Therefore, no impacts associated with riparian or sensitive vegetation communities would occur.

c. No Impact

The project site is currently developed, and no federally defined waters of the U.S. or state occur within the project site. This includes the absence of federally defined wetlands and other waters (e.g., drainages) and state-defined waters (e.g., streams and riparian extent; USFWS 2024). Therefore, no impacts associated with state or federally protected wetlands would occur.

d. No Impact

The project site is currently developed and is surrounded by dense commercial and residential development. Therefore, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and no impact would occur.

e. Less Than Significant Impact

The project site contains ornamental trees. The project site is privately owned property, and therefore would not be subject to Chapter 52.32 of the CMC, which outlines requirements for removal of public trees. Therefore, impacts associated with local policies or ordinances protecting biological resources would be less than significant.

f. No Impact

The project site is not located within any habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat conservations plan area. Therefore, no impacts associated with an adopted conservation plan would occur.

4.5 Cultural Resources

Would the proposed 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?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

The project would demolish two existing 4,874-square-foot office buildings. Title 84 in the CMC requires any structure that is 75 or more years old that is proposed for a project and includes demolition or removal of original features that are visible from the street right-of-way shall be reviewed for historic significance through a Determination of Historic Significance process. The existing buildings on the project site were constructed in 1950 and 1951 and are not 75 years old. Therefore, the existing buildings are not subject to a Determination of Historic Significance Review. Although a Determination of Historic Significance Review is not required, the following analysis derived from the City's Draft Historic Context Statement and Historic Resources Inventory (Dudek 2023) has been included for additional context.

The existing office buildings were originally constructed as dental buildings in 1950 and 1951 by Fifield Bros. contractors for Chas. C. Latham. Since construction, the office buildings have been used as medical, dental, and commercial offices or shops. An exterior concrete walkway separates the two buildings and leads to the curb on C Avenue. The buildings both exhibit single-story massing, low hipped roof forms with deep overhangs supported by simple posts, and a combination of stucco and brick exterior finishes and brick planters. Alterations over time include interior remodeling of various office suites and replacement of original roof material with composition shingles.

The existing office buildings were designed by Robert A. Bradt, an architect who resided in the City and had an office in the City of San Diego. Bradt was known for designing commercial and institutional buildings and designed many civic buildings, offices, and schools in the San Diego region. In the City, several structures known to have been designed by Bradt have been found in newspaper records. These structures include the following:

- 731 A Avenue, Coronado (1949)
- Storefront for Elliotts Photo Supplies, 950 Orange Avenue (1950)
- Medico-Dental Building, Coronado, 970 C Avenue and 1117-25 10th Street (1950 and 1951)
- First Baptist Church (1953)
- Coronado Elementary School (1954)
- La Avenida Motel, 1321 Orange Avenue (1955)
- Coronado Police Station and Jail (1956)
- Coronado Woman's Club (1959)
- Junior Library Wing, Coronado Library (1961)
- Coronado High School and Auditorium (1962)
- Coronado Professional Center (1965)
- Hotel del Coronado expansion (1977)

The contractor, Fifield Bros. is known to have constructed numerous structures in the City, based on permit and newspaper records:

- 933 Orange Avenue (1950)
- 172 C Avenue (1951)
- 176 C Avenue (1951)
- 1615 San Luis Rey Avenue (1951)
- 970 C Avenue, and 1117-25 10th Street (1950 and 1951)
- Fred Furhman Building (1952)
- 420 Glorietta Boulevard (1954)
- Coronado Library addition (1957)
- 511 H Avenue (1958)
- 1722 Monterey Avenue (1961)
- 981 Cabrillo Avenue (1961)
- 728 Jacinto Place (1962)
- 1611 Miguel Avenue (1962)
- 924 Pomona Avenue (1964)
- 551 Ocean Boulevard (1964)
- 825 Guadalupe Avenue (1965)
- Coronado High School and Elementary School science and library rooms remodel (1966)
- 353 F Avenue (1965)
- 925 Ocean Boulevard (1965)
- Coronado Hospital Improvements (1972)

Cursory research into the occupancy history of the various offices on site from construction through 1970 found the following building occupants used each of the on-site buildings, as follows:

- 970 C Avenue
  Ethel M. Waters, Physician (1951 to 1964)
  C. J. Soderbery & Son, Accountant (1967 to 1970)

- 1117 10th Street
  Paul H. Morton, Physician (1951 to 1970)

- 1121-23 10th Street
  Willliam C. Hamby, Physician (1951 to 1969)
  Charles J. Horky, Physician (1970 to 1970)
  John C. Schmidt, Physician (1970)

- 1125 10th Street
  Chas. C. Latham, Dentist (1951 to 1961)
  Merrill H. Duncan, Dentist (1951 to 1963)
  Bernard W. Leuck, Dentist (1962)
  Robert P. Steed, Dentist (1962 to 1970)
  William P. Vetter, Dentist (1962 to 1963)
  Harold A. Davis, Physician (1965)

Dr. Ethel M. Waters was a pediatrician and opened her office at 970 C Avenue in 1951. She was named Chief of Staff of Coronado Hospital in 1958, the first woman to hold that post. By 1966, Dr. Waters had relocated her office to the Coronado Professional Building on the 1300 block of Ynez Place, where her practice remained until her retirement in 1982. Dr. Waters was active in local clubs such as Soroptimist International and the Coronado Women's Club. After retirement from her Coronado practice, Dr. Waters continued to serve as pediatrician at the County of San Diego cerebral palsy clinic in the City of Chula Vista, which she had helped found in 1945. Dr. Waters was recognized by the community upon her retirement and in 1984 was named Coronado Rotary "Citizen of the Year." She passed away in Coronado in 2000.

Dr. William Paul Vetter (1983) maintained his dental office at the property from 1962 to 1963. By 1966, he had relocated his office to the Coronado Professional Building on the 1300 block of Ynez Place, a building that he constructed to house his practice. Dr. Vetter was active in local clubs and organizations including the Chamber of Commerce, San Diego Symphony Association, the Mission Park Corporation, Navy League, Rotary Club, Coronado Yacht Club, and Friends of the Library. Dr. Vetter was also active in local politics, serving as Mayor from 1968 to 1970, and as a council member and planning commissioner. In 1981, Dr. Vetter was appointed chairman of the Coronado Hospital Foundation Development Committee. He passed away only two years later in 1983. In 1984, the City Council named the triangular shaped park located at Cajon Place, Guadalupe Avenue, and Jacinto Place in his honor. In 2004, the City Council designated 14 City parks, including Vetter Park, as Historic Resources.

Architecturally, the buildings are modest and have been modified from their original appearance. The buildings are among many works known to have been designed by Robert A. Bradt and built by Fifield in Coronado and compared to other known works the subject buildings do not appear important or remarkable. Additionally, the buildings do not appear to be significant for association with Drs. Waters and Vetter, as their practices are more appropriately associated with the Coronado Professional Building built for their purpose, and Dr. Vetter is already recognized by the naming of Vetter Park. Based on the City's Draft Historic Context Statement and Historic Resources Inventory (Dudek 2023), the existing buildings were classified as Tier 3, which are heavily altered properties that retain little to no elements of a particular architectural style and have no potential for eligibility under City designation criterion C. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5, and impacts would be less than significant.

b. Potentially Significant Unless Mitigation Incorporated

The three most common and identifiable prehistoric cultures within the San Diego area are the San Dieguito, La Jollan, and Diegueno. It is believed the oldest culture in the San Diego area was the San Dieguito culture. This nomadic hunting culture existed approximately 12,000 to 14,000 years ago. However, the San Dieguito culture probably did not exist in the City because these people were more associated with lands east of the Laguna Mountains.

Approximately 7,000 to 9,000 years ago, the most predominant Native American culture in the San Diego Bay area was the La Jollan culture. These people were known to have coastal encampments along bays, estuaries, and lagoons throughout San Diego County and essentially existed by fishing. An indication of the La Jollan culture's presence in an area is the existence of large shell middens or refuse mounds.

Approximately 1,000 to 7,000 years ago the Diegueno people inhabited the San Diego Bay area. Although these people are more associated with having permanent settlement along drainage basins, temporary coastal encampments were set up. This is characterized by the existence of small, scattered shell middens. The Diegueno culture was known to be a gathering culture that was essentially vegetarian.

Impacts to archaeological resources typically occur as a result of construction activities, such as grading or trenching that can damage or destroy unknown buried resources. The project proposes to excavate approximately 15 feet below existing grade to construct an underground parking garage. Although the property has been subject to prior site disturbances, there are no records of previous development grading to the depths necessary to construct the proposed project. Accordingly, the project would disturb native soils in a culturally sensitive area that has potential to support buried archaeological resources.

RECON Environmental, Inc. conducted an in-house records search of the project area. No archaeological resources have been recorded within the project area or within 1,000 feet of the project area; however, there are 10 known recorded archaeological sites within the City. The types of sites found within the City range from one located within the Navy Radio Receiving Facility property that is considered to have major archaeological significance to others that have little significance.

Records of prehistoric artifacts include shell middens, pottery fragments, mano fragments, and other indications of campsites (City of Coronado 1994).

Consequently, to ensure grading activities do not disturb subsurface resources, implementation of mitigation measure CUL-1 would be implemented to reduce the potential for the project to result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 to a less than significant level.

c. Less than Significant Impact.

The project is not likely to disturb any human remains because the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. In the unlikely event that human remains are encountered on-site during earth disturbing activities, the project would comply with state and federal laws and regulations regarding human remains (i.e., California Public Resources Code, Section 5097.98; CEQA Guidelines, Section 15064.5; and California Health and Safety Code, Section 7050.5). Therefore, potential impacts to disturbance of human remains would be less than significant.

Mitigation Measures

CUL-1: **Archaeological Monitoring.** The project applicant will be required to hire a City-approved, qualified archaeological monitor. At the commencement of demolition of the foundation of the existing structure, a qualified archaeologist shall be retained to conduct an archaeological monitoring program. Archaeological monitoring shall be conducted during all ground disturbance within the project site, including the removal of any asphalt or other ground surface covering, the demolition or removal of any building foundations, and any boring and trenching scheduled prior to mass grading. Archaeological monitoring shall be conducted during mass grading until a depth is reached in which no cultural material would be expected.

If discoveries are made during monitoring, construction in the area shall be halted until the archaeological principal investigator has had an opportunity to evaluate the significance of the discovery in compliance with the California Environmental Quality Act and evaluated the discovery for eligibility to the California Register of Historical Resources. The City of Coronado shall be notified immediately of any potentially eligible discoveries. Construction activities may continue in other areas of the project site until a testing program and evaluation of the resource are complete. Construction activities may resume after the completion of the recovery of an adequate sample of eligible resources and/or the recordation of features.

All cultural material collected during the monitoring and data recovery program shall be processed and conveyed to a Native American group of appropriate tribal affinity. Alternatively, the cultural material may be curated at a local curation facility.

After the completion of the monitoring, a report shall be prepared. If no significant cultural resources are discovered, a brief letter shall be prepared. If significant cultural resources are discovered, a report with the results of the monitoring and data recovery (including the interpretation of the data within the research context) shall be prepared.

4.6 Energy

Would the proposed 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?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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 the following:

- 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 project during operation.

Construction-Related Energy Use

Construction of the project would consume energy during both construction and operation. Energy use during construction would occur within two general categories: vehicle fuel used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to haul materials and conduct construction activities. While construction activities would consume fuels, project-related consumption of such resources would be temporary and would cease upon the completion of construction. In addition, mobile equipment energy usage during construction would be minimized as the project would comply with CARB's idling regulations, which restrict idling diesel vehicles and equipment to five minutes. Additionally, 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.) generates lower emissions, uses less energy, and is 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. The fuel

consumed during construction would also be typical of similar construction projects and would not require the use of new energy resources beyond what are typically consumed in California. Therefore, construction of the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

Operation-Related Energy Use

Buildout of the project and vehicle trips associated with the project would result in transportation energy use. Trips by individuals traveling to and from the project site would result from the use of passenger vehicles. Vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. As discussed in Section 4.17, the trip generation calculations show that Tuesdays are expected to be the highest traffic generating "typical" day with 48 ADT, followed by Sundays with 46 ADT. Weddings/receptions and summer camp are the highest generating special events, with 104 and 88 ADT, respectively. Project fuel consumption would decline over time beyond the initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. Additionally, the City's compact land use pattern, small-block grid street pattern, and well-connected and accessible bicycle and pedestrian network lends itself to being a well-connected mobility hub with many active alternative forms of transit. Existing transit services near the project site include the Route 904 free summer shuttle that provides bus services between the Coronado Ferry Landing and City Hall along Orange Avenue one block northwest of the project site, as well as the Coronado Ferry, which provides transportation to the City from San Diego/Harbor Drive that could be used by future patrons who do not live within the City. There is no component of the project that would result in unusually high vehicle fuel use during operation. Therefore, operation of the project would not create a land use pattern that would result in wasteful, inefficient, or unnecessary use of energy, and impacts would be less than significant.

Non-transportation energy use would be associated with electricity and natural gas. The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. 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. SB 350 (2015) increased California's renewable energy mix goal to 50 percent by the year 2030. SB 100 (2018) further increased the standard set by SB 350 establishing the RPS goal of 44 percent by the end of 2024, 52 percent by the end of 2027, and 60 percent by 2030. Once operational, the project would be served by San Diego Gas & Electric (SDG&E). Based on the latest report to the legislature, SDG&E has obtained an energy mix of 59 percent renewables as of 2022 (CPUC 2023) and is on track to achieve future RPS goals. Thus, electricity provided to the City is increasingly coming from renewable sources. Additionally, the project would comply with the 2022 Title 24 Building Energy Efficiency Standards and the 2022 California Green Building Standards Code (CALGreen) requirements. Therefore, there are no project features that would support the use of excessive amounts of energy or would create unnecessary energy waste, or conflict with any adopted plan for renewable energy efficiency, and impacts would be less than significant.

b. Less Than Significant Impact

The applicable state plans that address renewable energy and energy efficiency are CALGreen, the California Energy Code, and RPS, and the applicable local plan is the City's Climate Action Plan (CAP). As discussed in Section 4.8, the project would be required to meet the mandatory energy requirements of 2022 CALGreen and the 2022 California Energy Code. The project would not conflict with or obstruct implementation of CALGreen and the California Energy Code, or with SDG&E's implementation of RPS. Additionally, the project would be consistent with the City's CAP. Therefore, the project 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 proposed 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?	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

EXPLANATIONS:

The following section is based on the Preliminary Geotechnical Investigation prepared by Christian Wheeler Engineering on May 9, 2024 (Appendix A).

a.i. and a.ii. Less Than Significant Impact

The project site is not located within a mapped Alquist-Priolo Fault Zone. However, the project site is located within the zone of influence of the active Rose Canyon Fault Zone. Several faults associated with the Rose Canyon Fault Zone including, the Coronado Fault (approximately 0.25 mile east), the Silver Strand Fault (approximately 0.75 mile east), and the Spanish Bight Fault (approximately 0.75 mile west) are located near the project site. Therefore, the project site could be subjected to moderate to severe ground shaking in the event of a major earthquake. The effects of seismic shaking would be reduced by adhering to the most recent edition of the California Building Code and current design parameters of the Structural Engineers Association of California. Further, the project would be designed and constructed in compliance with the California Building Code design standards, the City's Grading Ordinance, and would incorporate geotechnical recommendations from the Preliminary Geotechnical Investigation (see Appendix A) to ensure soil stability and proper engineering design, thus reducing potential impacts related to strong seismic ground shaking to a less than significant level. Therefore, based on compliance with applicable local and state requirements related to seismic hazards, impacts associated with the risk of loss, injury, or death involving rupture of a known earthquake fault and impacts associated with strong seismic ground shaking would be less than significant.

a.iii. Less Than Significant Impact

Construction of the project would consist of cuts of up to 15 feet below existing grade to accommodate the proposed basement. As described in the Preliminary Geotechnical Investigation

(see Appendix A), subsurface explorations at these elevations indicated old paralic deposits to be in a medium dense to very dense state meaning the potential for liquefaction would be relatively low. Additionally, project construction would adhere to the recommendations in the Preliminary Geotechnical Investigation, including removal of loose, potentially compressible old paralic deposits underlying the proposed settlement. Therefore, impacts related to liquefaction would be less than significant.

a.iv. Less Than Significant Impact

The project site is in an area considered to be marginally susceptible to slope failures. The Preliminary Geotechnical Investigation (see Appendix A) concluded that the likelihood of slope stability related problems is very low. Therefore, the project would not cause or increase the potential for landslides, and impacts would be less than significant.

b. Less Than Significant Impact

The project would involve earthwork and other construction activities that would disturb surface soils and temporarily leave exposed soil on the ground's surface. Common causes of soil erosion from construction sites include stormwater, wind, and soil being tracked off site by vehicles. To help curb erosion, project construction activities would comply with all applicable federal, state, and local regulations for erosion control. The project would be required to comply with standard regulations, including SCAQMD Rules 402 and 403, which would reduce construction erosion impacts. Rule 402 requires that dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off site (SCAQMD 1976). Rule 403 requires that fugitive dust be controlled with BACT measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source (SCAQMD 2005).

As will be discussed in Section 4.10.a, Hydrology and Water Quality, the project would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the Statewide Construction General Permit. This requires implementation of water quality BMPs to ensure that water quality standards are met, and that stormwater runoff from the construction work areas does not cause degradation of water quality in receiving water bodies. Some of these BMPs include use of silt screening or fiber filtration rolls, appropriate handling and disposal of contaminants, fertilizer and pesticide application restrictions, litter control and pick up, and vehicle and equipment repair and maintenance in designated areas. Upon completion of construction, the land disturbed by construction would return to conditions similar to existing conditions; revegetation and paved areas would stabilize soils to minimize erosion. Therefore, impacts related to soil erosion or loss of topsoil would be less than significant.

c. Less Than Significant Impact

As determined by the Preliminary Geotechnical Investigation (see Appendix A), the project site is in the Coastal Plains Physiographic Province of San Diego County and is generally underlain by old paralic deposits.

Landslide

As previously mentioned in Section 4.7.a.iv, the likelihood of slope stability-related problems is very low. Therefore, impacts associated with landslides would be less than significant.

Lateral Spreading

Lateral ground spreading can occur when viscous liquefied soils flow downslope, usually towards a river channel or shoreline. The project site is located approximately 0.5 mile from the Pacific Ocean and is nearly level. Based on this condition, the relatively level hydraulic gradient that is expected across the project area, and the shallow depth of the ocean shelf, if liquefaction were to occur during an earthquake, the project site would likely experience only minor lateral movement towards the Pacific Ocean. As such, impacts associated with lateral spreading would be less than significant.

Liquefaction or Collapse

As previously discussed in Section 4.7.a.iii, subsurface explorations indicated old paralic deposits to be in a medium dense to very dense state meaning the potential for liquefaction would be relatively low. Additionally, project construction would adhere to the recommendations in the Geotechnical Investigation Report including removal of loose, potentially compressible old paralic deposits underlying the proposed settlement. As such, impacts associated with liquefaction would be less than significant.

d. Less Than Significant Impact

Expansive soils are characterized by their potential shrink/swell behavior. Shrink/swell is the change in volume (expansion and contraction) that occurs in certain fine-grained clay sediments from the cycle of wetting and drying. Clay minerals are known to expand with changes in moisture content. The higher the percentage of expansive minerals present in near-surface soils, the higher the potential for substantial expansion.

As determined by the Preliminary Geotechnical Investigation (see Appendix A), the soils on the project site were found to have a very low Expansion Index (EI<20). In addition, the project site does not contain clay soils, which are typically expansive. Therefore, impacts associated with 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. Potentially Significant Unless Mitigation Incorporated

According to the City of San Diego General Plan Final Program Environmental Impact Report, the Bay Point Formation is a near shore marine sedimentary deposit that is about 220,000 years old (City of San Diego 2008). This formation has produced a large and diverse amount of well-preserved marine invertebrate and vertebrate fossils. The Bay Point Formation is exposed along the northern shore of Mission Bay (i.e., Crown Point), along the City of San Diego waterfront, and throughout the

City of Coronado. It is assigned high resource sensitivity. As such, construction of the project has the potential to uncover potentially sensitive paleontological resources. Under the City's LCP, Policy J.2 requires that new development permitted within the City is designed to maintain public access to the coast. In support of this policy, sub policies have been implemented to strengthen policy goals. Sub-policy b requires reasonably mitigating adverse archaeological or paleontological impacts resulting from development. Therefore, mitigation measure GEO-1 would be required to mitigate potential impacts to paleontological resources resulting from construction activities within the Bay Point Formation to a less than significant level.

MITIGATION MEASURES

GEO-1 Due to the possibility of uncovering highly sensitive paleontological resources, project construction that will impact the Bay Point Formation shall require paleontological monitoring. In the event that paleontological resources (fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a Qualified Paleontologist, as defined by the Society of Vertebrate Paleontology's 2010 guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the Qualified Paleontologist may record the find and allow work to continue, or may recommend salvage and recovery of the resource. All recommendations will be made in accordance with the Society of Vertebrate Paleontology's 2010 guidelines, and shall be subject to review and approval by the City. Work in the area of the find may only resume upon approval of a Qualified Paleontologist. If it is determined that specific locations of excavation would be located in soils that have no potential for paleontological resources to be present, the Qualified Paleontologist may allow for monitoring to be suspended at these locations.

4.8 Greenhouse Gas Emissions

Would the proposed 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?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

The City adopted a CAP on March 15, 2022 (City of Coronado 2022). The CAP is not considered a qualified CAP, rather, it includes voluntary greenhouse gas (GHG) reduction strategies that could be taken to reduce GHG emissions under local control or influence. The City has not adopted a 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 EO S-3-05, AB 32, EO B-30-15, and SB 32 include achieving 1990 emission levels by 2020; 40 percent below 1990 levels by 2030; and 80 percent below 1990 levels by 2050. The most ambitious reduction target, 80 percent below 1990 levels, corresponds to a 90 percent reduction in statewide business-as-usual 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_2E). 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_2E 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_2E 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_2E would warrant more detailed conformity analysis for 2020 and 2030 targets.

The project's criteria pollutant and GHG emissions were calculated using the CalEEMod Version 2022.1 (CAPCOA 2022). Construction emissions were calculated using the methodology and assumptions discussed in Section 4.3, Air Quality. Table 7 summarizes the total construction-related GHG emissions. Based on guidance from the SCAQMD, total construction GHG emissions resulting from a project should be amortized over 30 years and added to operational GHG emissions to account for their contribution to GHG emissions over the lifetime of a project (SCAQMD 2009). Thus, total construction emissions were divided by 30 and added to the operational emissions provided in Table 8.

Table 7
Project Construction-Related GHG Emissions
(MT CO_2E per Year)

Year	Project GHG Emissions
2025	160
Amortized over 30 years	5

GHG = greenhouse gas; MTCO_2E = metric tons of carbon dioxide equivalent

Operational sources of GHG emissions include mobile (on-road vehicles), area (consumer products [cleansers, aerosols, solvents, etc.], landscape maintenance equipment, and architectural coatings), water and wastewater, solid waste, and refrigerants. Mobile source emissions were calculated using the parameters discussed in Section 4.3.

Energy use emissions are generated by activities that utilize electricity and natural gas as energy sources. GHGs are emitted during the generation of electricity from fossil fuels off-site in power plants. These emissions are considered indirect but are calculated in association with a building's overall operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Electricity use does not result in emissions of criteria pollutants. Combustion of fossil fuel (natural gas) emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, it is considered a direct emissions source associated with the building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating. Energy source emissions were calculated using CalEEMod default assumptions.

Area sources include criteria pollutant and GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits criteria pollutant and GHGs associated with the equipment's fuel combustion. Area sources also include consumer products and architectural coatings. However, only criteria pollutant emissions are associated with these sources and not GHG emissions. Area source emissions were calculated using default CalEEMod emission factors.

The amount of water consumed and wastewater generated by a project has indirect GHG emissions associated with it. These emissions are a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment can directly emit both methane (CH_4) and nitrous oxide (N_2O). CalEEMod Version 2022.1 calculates outdoor water use based the Department of Water Resources Model Water Efficient Landscape Ordinance and calculates non-residential indoor water used based on the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2022). Wastewater treatment is based on the region-specific distribution of wastewater treatment methods (CAPCOA 2022). Water and wastewater emissions were calculated using default CalEEMod data.

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. To calculate the GHG emissions generated by disposing of solid waste for the project, the total volume of solid waste was calculated using waste disposal rates identified by the California Department of Resources Recycling and Recovery. The methods for quantifying GHG emissions from solid waste are based on the Intergovernmental Panel on Climate Change method, using the degradable organic content of waste. GHG emissions associated with the project's waste disposal were calculated using these default parameters.

Small amounts of GHG emissions result from refrigerants used in air conditioning and refrigeration equipment. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Emissions due to refrigerants were calculated using CalEEMod default values, which are based on industry data from the U.S. EPA.

Table 8 summarizes the total project GHG emissions. CalEEMod output is provided in Appendix B.

Table 8
Total Project GHG Emissions
(MT CO_2E per Year)

Source	Project GHG Emissions
Mobile	83
Energy	63
Area	<1
Water	1
Waste	48
Refrigerants	<1
Construction (amortized)	5
Total GHG Emissions	**201**
Screening Threshold	*900*

GHG = greenhouse gas; MT CO_2E = metric tons of carbon dioxide equivalent
SOURCE: CalEEMod Output, Appendix B.

As shown, the project would result in a total of 201 MT CO_2E per year. Therefore, the project would not exceed the 900 MT CO_2E screening threshold for GHG emissions, and impacts would be less than significant.

b. Less Than Significant Impact

This section discusses the project's consistency with the CARB Scoping Plan, San Diego Forward, and the City's CAP.

Scoping Plan

EO S-3-05 and EO B-30-15 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which the state has achieved. As required by SB 32, CARB's 2017 Climate Change Scoping Plan outlines reduction measures needed to achieve the interim 2030 target. AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279.

Table 9 summarizes the project's consistency with 2017 Scoping Plan actions.

Table 9 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	California Public Utilities Commission (CPUC), California Energy Commission (CEC), California Air Resources Board (CARB)	Consistent: The project would use energy from San Diego Gas & Electric (SDG&E), which has committed to diversifying the portfolio of energy sources by increasing energy from wind and solar sources. Based on the latest report to the legislature, SDG&E has obtained 59 percent renewables as of 2022 (CPUC 2023) and is on track to achieve future RPS goals. Thus, electricity provided to the City is increasingly coming from renewable sources. The project would not interfere with or obstruct SDG&E energy source diversification efforts. Additionally, the project would comply with the 2022 Title 24 Building Energy Efficiency Standards and the 2022 California Green Building Standards Code (CALGreen) requirements. The project would not interfere with statewide efforts to implement energy efficiency standards.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, Governor's Office of Planning and Research (OPR), Local Agencies	Consistent. These strategies are a part of the CARB Mobile Source Strategy. The project would not obstruct or interfere with the implementation of these strategies. As these are CARB enforced standards, vehicles within the City must comply with the standards and would therefore comply with these strategies. The project's patrons would utilize vehicles that are in compliance with CARB standards.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030		
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		
Medium- and Heavy-Duty GHG Phase 2.		
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		Not Applicable. This strategy is not specifically applicable to the project. However, the project area is served by the San Diego Metropolitan Transit System (MTS). MTS has prepared a Zero Emission Bus Program that will guide the transition to 100 percent zero emission bus operations. The first zero emission vehicles were purchased ahead of the 2023 state mandate. Beginning in 2029, 100 percent of new bus purchases will be zero emission buses, with the goal of full transition by 2040.

Table 9 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Not Applicable. This strategy is not specifically applicable to the project. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies (SCS); forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Consistent. The project would be consistent with San Diego Forward (see Table 10), which is the region's Sustainable Communities Strategy (SCS); therefore, would be consistent with Senate Bill (SB) 375. The City's compact land use pattern, small-block grid street pattern, and well connected and accessible bicycle and pedestrian network lends itself to being a well-connected mobility hub with many active alternative forms of transit. The project is located on an infill site within a walkable/bikeable location. The project would result in less than significant vehicle miles traveled (VMT) impacts (refer to Section 4.17).
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).		
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development, California Infrastructure and Economic Development Bank, Department of Finance, California Transportation Commission, Caltrans	Consistent. Although this is directed towards CARB and Caltrans, the project would be consistent with these actions. The project is located on an infill site within a walkable/bikeable location. The City's Active Transportation Plan (City of Coronado 2018) supports the planning and implementation of non-motorized forms of travel.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts)	CalSTA, Caltrans, California Transportation Commission, OPR, SGC, CARB	Not applicable. These measures are not within the purview of the project.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, California Environmental Protection Agency (CalEPA), California Natural Resources Agency, CARB, Caltrans, CEC, Governor's Office of Business and Economic Development	Not applicable. These measures are not within the purview of the project.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.		

Table 9 Project Consistency with 2017 Scoping Plan		
Actions	Responsible Parties	Consistency
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, California Department of Resources Recycling and Recovery, California Department of Food and Agriculture, California State Water Resource Control Board, Local Air Districts	Not applicable. These measures are not within the purview of the project.
50% reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.		
Implement the post-2020 Cap-and-Trade Program with declining annual caps.		
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	California Natural Resources Agency, Departments Within California Department of Food and Agriculture, CalEPA, CARB	Not applicable. These measures are not within the purview of the project.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		
Establish scenario projections to serve as the foundation for the Implementation Plan.		
Implement Forest Carbon Plan	California Natural Resources Agency, California Department of Forestry and Fire Protection, CalEPA and Departments Within	
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	
SOURCE: CARB 2017.		

AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279. Appendix D of the 2022 Scoping Plan includes local actions that jurisdictions may take to reduce GHG emissions in line with AB 1279 goals. It includes project attributes for residential and mixed-use projects to qualitatively determine consistency with the 2022 Scoping Plan, however, it does not include measures specific to other land use projects such as the project.

However, the project would support the 2022 Scoping Plan key prioritization strategies and provide its "fair share" contribution towards the statewide goal of carbon neutrality by 2045. The project would use energy from SDG&E which has obtained 59 percent renewables as of 2022 (California Public Utilities Commission [CPUC] 2023) and is on track to achieve future RPS goals. The project would not result in wasteful, inefficient, or unnecessary consumption of energy resources (refer to Section 4.6). Additionally, the project would comply with the 2022 Title 24 Building Energy Efficiency

Standards and the 2022 CALGreen requirements. The project is located on an infill site, is consistent with the region's SCS, San Diego Forward, and would result in less than significant VMT impacts. Furthermore, project emissions would decline beyond the buildout year of the project due to continued implementation of federal, state, and local reduction measures, such as increased federal and state vehicle efficiency standards, and SDG&E's increased renewable sources of energy in accordance with RPS goals. Based on currently available models and regulatory forecasting, project emissions would continue to decline through at least 2050. Given the reasonably anticipated decline in project emissions that would occur post-construction, the project is in line with the GHG reductions needed to achieve the 2045 GHG emission reduction targets identified by AB 1279.

San Diego Forward

San Diego Forward is the regions RTP/SCS. It establishes an implementation plan for how the region will grow over the next 30 years and demonstrates how the region will meet its GHG reduction targets through integrated land use, housing, and transportation planning. Table 10 illustrates the project's consistency with all applicable goals and policies of the Regional Plan (SANDAG 2021).

Table 10
San Diego Forward: The 2021 Regional Plan Consistency Analysis

Category	Policy Objective or Strategy	Consistency Analysis
Complete Corridors	Providing a regional transportation system using technology, infrastructure, improvements, pricing and connectivity to support all forms of movement.	Consistent. The project is located on an infill site within a walkable/bikeable location. The project would not conflict with SANDAG's efforts to improve the regional transportation system with technology, infrastructure, improvements, pricing or connectivity.
Transit Leap	Offering people a network of high-capacity, high-speed, and high-frequency transit services that will incorporate new modes of transit while also improving existing services.	Consistent. The project would not conflict with creating a network of high-capacity, high-speed, and high-frequency transit services. Existing transit services near the project site include the Route 904 free summer shuttle that provides bus services between the Coronado Ferry Landing and City Hall along Orange Avenue one block northwest of the project site as well as the Coronado Ferry which provides transportation to the City of Coronado from San Diego/Harbor Drive that could be used by future patrons who do not live within the City.
Mobility Hubs	Centers of activity where a high concentration of people, destinations, and travel choices converge. They will offer on-demand travel options and safe streets to enhance connections to high-quality transit while also making it easier for people to take short trips without needing a car.	Consistent. The City's compact land use pattern, small-block grid street pattern, and well connected and accessible bicycle and pedestrian network lends itself to being a well-connected mobility hub with many active alternative forms of transit. The City's Active Transportation Plan (City of Coronado 2018) supports the planning and implementation of non-motorized forms of travel. Additionally, the Metropolitan Transit System and the City offer a free summer shuttle (Route 904) that provides bus services between the Coronado Ferry Landing and City Hall along Orange Avenue one block northwest of the project site. This would provide future patrons with alternative forms of transportation to and from the project site.

Table 10 San Diego Forward: The 2021 Regional Plan Consistency Analysis		
Category	Policy Objective or Strategy	Consistency Analysis
Flexible Fleets	Offer people a variety of on-demand, shared vehicles, including micro transit, bikeshare, scooters, and other modes of transportation that will connect them to transit and make travel easy within Mobility Hubs	Consistent. Refer to the Mobility Hubs response above.
Next Operating System (Next OS)	This will be the "brain" of the transportation system—an integrated digital platform that ties the transportation system together. Next OS will be the digital network that analyzes data in real time from the region's physical networks, making them all work better—more integrated, more efficient, and most of all, more responsive to people's immediate needs	Not applicable. The project would not impair SANDAG's ability to provide Next OS improvements to the transportation system.
Active Transportation	Providing critical connections along Complete Corridors and other streets, providing people with safe and convenient ways to connect to transit and other destinations within and between Mobility Hubs.	Consistent. Refer to the Mobility Hubs response above.
Goods Movement	Supports the local, interregional, and international movement of goods.	Not applicable. The project would not impair SANDAG's ability to support goods movement.
Sustainable Growth and Development	A regional pattern of growth and development that reflects smart growth, transit-oriented development, preserving natural resources and agricultural lands, and building communities that are resilient to the consequences of climate change and other environmental changes.	Consistent. The project is located on an infill site within a walkable/bikeable location. The project would not affect natural resources or agricultural lands.
Habitat Conservation	To Protect, Connect, and Respect species and their natural habitats to prevent their extinction in San Diego County	Not applicable. The project site is currently developed and does not contain natural habitats. The project would not impair SANDAG's species and habitat conservation efforts.
SANDAG = San Diego Association of Governments; City = City of Coronado; ATP = Active Transportation Plan; CALGreen = California Green Building Standards Code SOURCE: SANDAG 2021		

Coronado Climate Action Plan

The City adopted a CAP on March 15, 2022 (City of Coronado 2022). The CAP is not considered a qualified CAP, rather, it includes voluntary GHG-reduction strategies that could be taken to reduce GHG emissions under local control or influence. The CAP identifies 17 quantified local strategies that would guide City efforts to reduce GHG emissions by 40 percent below baseline levels by 2030, as well as 28 non-quantified supporting measures that could also be implemented to either support the quantified strategies or provide additional reductions. Table 11 summarizes project consistency with the applicable local strategies and objectives.

Table 11 City of Coronado Climate Action Plan Project Consistency		
Local Strategy	Objective	Project Consistency
On-Road 4: Provide Electric Microtransit Shuttles	Implement an electric microtransit/transit shuttle service to reduce VMT and GHG emissions associated with gasoline-fueled passenger vehicles	Consistent. The project site is served by the City's electric shuttle, Island Express.
On-Road 5: Recent Expansion of Ferry Service and Future Electrification	Expand on 2019 ferry service and future subsidized service to increase ferry ridership and reduce VMT and GHG emissions associated with gasoline-fueled passenger vehicles. Future electrification would avoid ferry diesel emissions.	Consistent. The project site is served by a free summer bus that travels between the Ferry Landing and City Hall.
On-Road 6a: Improve Bike Infrastructure	Increase bicycle paths/routes included in the ATP to reduce VMT and GHG emissions associated with gasoline-fueled passenger vehicles.	Not Applicable. The project would not increase bicycle paths/routes included in the ATP.
On-Road 6b: Improve Pedestrian Infrastructure	Increase pedestrian facilities included in the ATP to reduce VMT and GHG emissions associated with gasoline-fueled passenger vehicles.	Not Applicable. The project would not increase pedestrian facilities included in the ATP.
Fleet-1: Fleet Vehicle and Equipment Efficiency	Increase the number of municipal vehicles that are zero emissions as vehicle fleet is replaced over time.	Consistent. The project would be constructed in accordance with the 2022 Title 24 Energy Efficiency Standards and 2022 CALGreen requirements, which includes electric vehicle parking spaces and electric vehicle charging stations.
Energy-1: Solar Energy	Install 4 MW of residential and 5 MW of nonresidential solar by 2030 and 5 MW of residential and 6 MW of nonresidential solar by 2045 to avoid GHG emissions associated with grid electricity.	Consistent. The project would be constructed in accordance with the 2022 Title 24, Part 6, Building Energy Efficiency Standards which includes prescriptive requirements for photovoltaic systems.
Energy-2: Solar Water Heaters	Achieve 6.5% of existing and 13% of new households with solar water heaters by 2030 and 10.5% of existing and 18% of new households with solar water heaters by 2045 to reduce electricity and natural gas use and associated GHG emissions.	Not applicable. The project does not include residential development.
Energy-3: Outdoor Public Lighting	Install more-efficient lights that would use less electricity while producing the same amount of light to reduce electricity use and associated GHG emissions.	Consistent. The project would be constructed in accordance with the 2022 Title 24 Energy Efficiency Standards and 2022 CALGreen requirements, which includes outdoor lighting requirements.
Water-1: Water Recycling Plant	Implement the water recycling plant to recycle water for irrigation uses, which would save 208 million gallons of potable water/year, thereby reducing electricity consumed by water and wastewater treatment and conveyance and the associated GHG emissions.	Not Applicable. The project does not include a water recycling facility.

Table 11 City of Coronado Climate Action Plan Project Consistency		
Local Strategy	Objective	Project Consistency
Waste 1. Increased Waste Diversion	Divert at least 75% of waste generated in the City and 65% of construction materials and debris and progress toward 100% diversion of organic waste from landfills by 2045 to avoid methane emissions associated with landfilling of the City's waste.	Consistent. The project would comply with the City's programs to encourage recycling and waste reduction, including the Mandatory Commercial Organics Recycling, the Mandatory Business/Commercial Recycling, and the Recycle More at Home Programs.
Increased Renewable Energy Portfolio	Join the existing SDCP or CEA CCAs or implement a CCA in combination with other jurisdictions or implement other programs to have higher renewable electricity portfolio than mandated by SB 100 by achieving 100% renewable energy citywide by 2035.	Consistent. The project would use energy from SDG&E which has committed to diversifying the portfolio of energy sources by increasing energy from wind and solar sources. Based on the latest report to the legislature, SDG&E has obtained 59 percent renewables as of 2022 (CPUC 2023) and is on track to achieve future RPS goals. Thus, electricity provided to the City is increasingly coming from renewable sources. The project would not interfere with or obstruct SDG&E energy source diversification efforts. Additionally, the project would comply with the 2022 Title 24 Building Energy Efficiency Standards and the 2022 CALGreen requirements. The project would not interfere with City efforts to implement 100% renewable energy citywide by 2035.
VMT = vehicle miles traveled; GHG = greenhouse has; ATP = Active Transportation Plan; City = City of Coronado; MW = megawatt; % = percent; SDCP = San Diego Community Power; CEA = Clean Energy Alliance; CCA = Community Choice Aggregator; CALGreen = California Green Building Standards Code; CPUC = California Public Utilities Commission SOURCE: City of Coronado 2022		

4.9 Hazards and Hazardous Materials

Would the proposed 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?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Construction

During construction of the project, potentially hazardous materials would likely be handled on the project site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products required to operate and maintain construction equipment as well as specific materials for building construction, such as asphalt and concrete. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project. Hazardous materials would be stored in designated areas away from environmentally sensitive areas in quantities that would not pose significant hazard to the public in the event of a release.

Although these materials would likely be stored on the project site, storage would be required to comply with the guidelines set forth by each product's manufacturer and with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. Consistent with federal, state, and local requirements, the transport of hazardous materials to and from the project site would be conducted by a licensed contractor. Any handling, transport, use, or disposal of hazardous materials would comply with all relevant federal, state, and local agencies and regulations, including the U.S. EPA, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration, Caltrans, the Resource Conservation and Recovery Act, the SDAPCD. Therefore, short-term construction impacts related to the transport, use, or disposal of hazardous materials would be less than significant.

Operation

Project operation would require the use of limited amounts of hazardous materials such as common cleaning products, pesticides, and paint, all of which are routinely found in residential and commercial areas. The California Department of Toxic Substances Control has primary regulatory authority for enforcing hazardous materials regulations. Additionally, State hazardous waste regulations are contained primarily in Title 22 of the California Code of Regulations. Furthermore, the California Occupational Safety and Health Administration has developed rules and regulations regarding worker safety around hazardous and toxic substances. If used, transported, and stored or disposed of properly, these materials do not pose a substantial risk or hazard to the public or the environment. Any potential impacts associated with the routine transport, use, or disposal of hazardous materials, although minimal, would be further minimized with adherence to applicable regulations. As such, operational impacts associated with the use, transport, and disposal of hazardous materials would be less than significant.

b. Less Than Significant Impact

As described in Section 4.9.a, operation of the project would not involve the routine transport, use, or disposal of significant hazardous materials. Furthermore, project construction would be required to implement the Division of Occupational Safety and Health of California Construction Safety Plan/Hazard Communication Program; in case of accidental release, the project would be required

to comply with the Code of Federal Regulations Section 1910.120. Therefore, the project would not 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

The following schools are located within one-quarter mile of the project site:

- Graham Memorial Preschool (approximately 150 feet northeast)
- Christ Church Day School (approximately 240 feet north)
- John Harvard Academy (approximately 940 feet north)
- My Montessori School of Coronado (approximately 1,102 feet northeast)

Construction of the project would not require the use of acutely hazardous materials and would be limited to the use of small amounts of lubricants, cleaners, paint, oils, adhesives, solvents, asphalt, and fuel for equipment. Use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment, and the use and handling of hazardous materials during construction would be conducted consistent with all applicable regulations (see Section 4.9.a). Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

d. Less Than Significant Impact

The project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Department of Toxic Substances Control 2024; State Water Resources Control Board 2024. However, the GeoTracker database identified the following property with an "open" cleanup status within one mile of the project site:

1. Coronado Cleaners (case number: H21248-002*)* located approximately 312 feet south of the project site. As of March 16, 2012, the cleanup status of the site was "Open."

The EnviroStor database identified the following properties within one mile of the project site, none of which are active or located on the project site:

1. Crown Elementary School (EnvioStor ID: 60000044) located approximately 528 feet northwest of the project site. The site received an "Inaction – Needs evaluation" determination as of August 5, 2004.

2. Hotel Del Coronado (EnvioStor ID: 80001018) located approximately 264 feet southeast of the project site. The site received an "Inaction – Needs evaluation" determination as of August 15, 2004.

3. Swimming Pool Sites (EnvioStor ID: 60000043) located approximately 264 feet northeast of the project site. The site received an "Inaction – Needs evaluation" determination as of August 5, 2004.

4. 875 Orange Avenue (EnvioStor ID: 37000069) located approximately 573 feet north of the project site. The site received a "Refer: 1248 Local Agency" determination as of August 24, 2004.

5. Coronado Center Dry Cleaner (EnvioStor ID: 37720027) located approximately 528 feet northeast of the project site. The site received a "Refer: 1248 Local Agency" determination as of February 23, 2004.

6. US Navy Barracks (EnvioStor ID: 80001152) located approximately 264 feet northeast of the project site. The site received an "Inaction – Needs evaluation" determination as of June 1, 2005.

Therefore, although there are some properties in proximity to the project site with a history of hazardous activity, the project site itself is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would be less than significant.

e. Less Than Significant Impact

According to the NASNI Draft Airport Land Use Compatibility Plan (ALUCP), the project site is within the ALUCP's airport influence area (NASNI 2019). The project would not introduce any residential uses which could expose people to excessive aircraft noise, and operation of the project would include 11 employees, which is similar to the number of employees working in the existing office buildings. The proposed two-story synagogue would result in a height increase when compared to the two existing one-story office buildings. Although the height increase would be consistent with the existing land use and would not exceed the height limit outlined in Sections 86.14.030 and 86.56.050 of the CMC, the increase in height would require the project applicant to supply either a Federal Aviation Administration Notice of Determination of No Hazard to air navigation with no conditions, or certification by an appropriate licensed professional in the State of California that there is no need to file a Notice of Construction or alteration per Title 14 Code of Federal Regulations Secgtion 77.9(e)(1). Project adherence to the Airport Land Use Commission review process would reduce potential impacts associated with public airport hazards. Therefore, impacts would be less than significant.

f. Less Than Significant Impact

State Routes 75 and 282 are the primary transportation routes for regional emergency response and evacuation within the City. During construction of the project, temporary construction and staging areas would be located within the boundaries of the project site. Therefore, surrounding roads would remain fully accessible and impacts associated with an emergency response plan or emergency evacuation plan would be less than significant.

g. Less Than Significant Impact

A review of the California Department of Forestry and Fire Services' (CALFIRE) fire hazard severity zone (FHSZ) maps and data revealed that the project site is not located within a State Responsibility Area (SRA) or a very high FHSZ (CALFIRE 2024). Furthermore, the project site is surrounded by

existing development in an urbanized portion of the City away from any urban/wildland interface. Therefore, impacts associated with wildland fire hazards would be less than significant.

4.10 Hydrology and Water Quality

Would the proposed 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?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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:				
i. result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

EXPLANATIONS:

a. Less Than Significant Impact

Construction activities, including clearing, grading, and excavation, could impact water quality due to sheet erosion of exposed soils and subsequent deposition of particulates in local drainages. Grading activities could lead to exposed areas of loose soil and sediment stockpiles that are susceptible to uncontrolled sheet flow. Although erosion occurs naturally in the environment, primarily from weathering by water and wind action, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment. However, both state and local regulations implemented through the building permit process effectively reduce potential for construction stormwater runoff impacts. During construction, including demolition activities, the project would be required to implement effective erosion control, sediment control, and SWPPP BMPs in accordance with the CMC Title 61 "Stormwater and Urban Run-Off Management and Discharge Control" and the Municipal Storm Water Permit (NPDES Permit No. 2007-0001) issued by the San Diego RWQCB to prevent the discharge of sediment and contaminants into the storm drain system and receiving waters. The project would maintain existing natural drainage pathways and hydrologic features. Surface water runoff during project operation would be managed via a partial retention bioswale located on the northern edge of the project site and a BMP planter located at the southwestern corner of the project site. Additional BMPs and SWPPP measures would include, but not be limited to, conducting daily site cleanings, developing spill response and containment procedures, educating employees and subcontractors about BMPs, developing an erosion control plan for wind and rain, and regularly maintaining all BMPs at the project site. Project adherence with the CMC Title 61 would lessen potential impacts associated with water quality standards, waste discharge requirements, and groundwater quality. Therefore, impacts would be less than significant.

b. Less Than Significant Impact

As discussed in the Preliminary Geotechnical Investigation (see Appendix A), construction of the project would consist of cuts of up to 15 feet below existing grade to accommodate the proposed basement. The seasonally high capillary groundwater level is at 16 feet below the existing grade and would be below the proposed maximum excavated depth required for the shoring lagging installation. Any groundwater encountered during the installation of the drilled shafts for the temporary shoring cantilevered soldier piles would stay onsite and would not be discharged into the

City storm water or sewer systems. Any excess water produced during wet hole drilling would be placed into storage tanks and would be recycled or removed and disposed of at a wastewater treatment facility. In the event that dewatering is required, dewatering would be conducted in accordance with standard regulations of the San Diego RWQCB. A construction NPDES permit, issued by the RWQCB to discharge water from dewatering activities, would be required prior to start of construction. Project adherence with these standard regulations would reduce potential groundwater impacts from dewatering. Therefore, impacts would be less than significant.

c.i. Less Than Significant Impact

There are no streams or rivers on or near the project site. The project would not alter existing off-site drainage patterns and would not substantially increase impervious surfaces resulting in substantial erosion or siltation on or off site. As discussed in Section 4.10.a, the project would be required to implement erosion-control measures pursuant to the CMC, Title 61, Stormwater and Urban Runoff Management and Discharge Control, and comply with requirements of the NPDES. Therefore, the project would not result in significant erosion or siltation on- or off-site. Impacts would be less than significant.

c.ii. Less Than Significant Impact

As discussed in Section 4.10.a, the project would maintain existing natural drainage pathways and hydrologic features. Surface water runoff during project operation would be managed via a partial retention bioswale located on the northern edge of the project site and a BMP planter located at the southwestern corner of the project site. Therefore, the project would not cause an increase in surface runoff or flooding and impacts would be less than significant.

c.iii. Less Than Significant Impact

As discussed in Section 4.10.a, the project would be required to implement erosion-control measures pursuant to the CMC, Title 61. Project adherence with CMC, Title 61, would lessen potential impacts associated with stormwater drainage systems. Impacts would be less than significant.

c.iv. Less Than Significant Impact

The project site is not within a 100-year flood zone mapped by the Federal Emergency Management Agency (2019). The project site is currently developed with two office buildings and ornamental landscaping. The project would demolish the existing office buildings and construct a two-story synagogue. As discussed in Section 4.10.a, the project would maintain existing natural drainage pathways and hydrologic features. Surface water runoff during project operation would be managed via a partial retention bioswale located on the northern edge of the project site and a BMP planter located at the southwestern corner of the project site. Therefore, the project would not impede or redirect flood flows, and impacts would be less than significant.

d. Less Than Significant Impact

The project site is not located within a flood hazard area (Federal Emergency Management Agency 2019). The project site is located approximately 1,945 feet northwest of Glorietta Bay and

approximately 2,030 feet northeast of the Pacific Ocean. A review of the California Department of Conservation Tsunami Hazard Area map revealed that the project site is located outside of a tsunami hazard area (DOC 2024). A seiche is a series of standing waves in a fully or partially enclosed body of water caused by earthquakes or landslides. Glorietta Bay may cause seiche during seismic events. Although the project site could be impacted by seiche, the project site is already developed with urban uses, and the redevelopment of the site would not release pollutants substantially different from the existing uses. Therefore, impacts would be less than significant.

e. No Impact

As discussed in Section 4.11.b, the City's water system is served entirely by treated surface water purchased from the City of San Diego by the California American Water District, and no Groundwater Management Plans apply to the City (State Water Resources Control Board 2024). Therefore, the project would not conflict with implementation of a Water Quality Control Plan or Sustainable Groundwater Management Plan. No impact would occur.

4.11 Land Use and Planning

Would the proposed project:

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

EXPLANATIONS:

a. No Impact

The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying area. Under the existing condition, the project site is not used as a connection between established communities. Therefore, no impacts associated with physical division of an established community would occur.

b. Less Than Significant Impact

The City's land use and zoning designations for the project site are R3/P (Multiple Family Residential, 28 Dwelling Units/Acre [1/1,556 square feet] 3,500 square feet minimum lot size with Parking Overlay). In accordance with CMC, Section 86.55.120, the project would be permitted with a Major Special Use Permit. The project would adhere to the goals and policies set forth in the City's General Plan and LCP LUP, as follows.

City of Coronado General Plan

The City's General Plan serves to preserve and improve the City as a beautiful, pleasant residential community in which to live, work, shop, and pursue leisure activities. Additionally, the General Plan provides the means for guiding and influencing the many public and private decisions that create the future of the City (City of Coronado 2003a).

Goals and Policies

Land Use Element, Land Use Goal 9: That the "built-out" nature of Coronado should be acknowledged by maintaining identical land uses for the City in the CMC, General Plan, and LCP.

Consistency

The project would be permitted in the existing R3/P land use with a Major Special Use Permit. Therefore, the project would be consistent with the CMC, General Plan, and LCP.

Local Coastal Planning Program

The City's LCP is a planning document that identifies the location, type, densities, and other ground rules for future development in the coastal zone. The LCP includes a LUP and its implementing measures. The LUP represents the City's good faith effort to devise a program that will allow the City to assume the responsibility of implementing and enforcing the requirements and intent of the California Coastal Act of 1976 (as amended), while maintaining the community's ambiance (City of Coronado 2005).

Goals and Policies

Goal 15: That the City continue to assure that adequate public parking facilities are available in all areas of the City. Maintaining sufficient, free public parking for visitors shall be a priority in shoreline areas.

Consistency

The project would construct an underground parking structure with 50 parking spaces and not require additional parking in free public parking areas. Therefore, the project is consistent with the goals and policies of the California Coastal Act and the City's certified LCP.

Orange Avenue Corridor Specific Plan

The project site is located adjacent to the boundaries of the Orange Avenue Corridor Specific Plan (Specific Plan) area. The Specific Plan is primarily composed of the Orange Avenue corridor that stretches from First Street in the north and continues to Adella Avenue in the south. The Specific Plan provides a policy and regulatory bridge between the City's General Plan and individual, project-level development (City of Coronado 2003b). As the project site is not located within the Specific Plan area, the project would not conflict with policy or zoning regulations.

Conclusion

The project would not conflict with any LUP, goal, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, including policies of the General Plan or LCP LUP. Therefore, impacts associated with LUPs, policies, and regulations would be less than significant.

4.12 Mineral Resources

Would the proposed 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

EXPLANATIONS:

a. No Impact

As depicted in Figure 2 of the County of San Diego Guidelines for Determining Significance and Report Format and Content Requirements for Mineral Resources (County of San Diego 2008), the project site is within Mineral Resource Zone 3 (MRZ-3)." MRZ-3 is defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. The project site is currently developed, and redevelopment of the site would not result in the loss of a known mineral resource. Furthermore, development of the project would not preclude the discovery of previously unidentified mineral resources in the future. There would be no impacts to known mineral resources that would be of value to the region or the state.

b. No Impact

As discussed under Section 4.12.a, the project site is within MRZ-3, which is defined as areas containing known or inferred mineral occurrences of undetermined mineral resource significance. No mineral extraction activities occur on or adjacent to the project site, and no known mineral resources are present on-site. Therefore, there would be no impacts associated with the loss of availability of a locally important mineral resource recovery site.

4.13 Noise

Would the proposed 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?	☐	☒	☐	☐
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
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?	☐	☐	☒	☐

EXPLANATIONS:

a. Potentially Significant Unless Mitigation Incorporated

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 (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}) and the maximum noise level (L_{max}).

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.

Construction Noise

The following is from CMC Noise Abatement and Control Regulations:

41.10.040 Construction noise curfew.

A. It shall be unlawful for any person, between the hours of 7:00 p.m. and 7:00 a.m. of any day or on legal holidays and Sundays to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create a disturbing, excessive or offensive noise unless a noise control permit has been applied for and granted beforehand by the Noise Control Officer. In granting such a permit, the Noise Control Officer should consider whether the construction noise in the vicinity of the proposed work site would be less objectionable at night than during the daytime; whether obstruction and interference with traffic, particularly on streets of major importance, would be less objectionable at night than during the daytime; whether the type of work to be performed emits noises at such a low level as to not cause significant disturbances in the vicinity of the work site; the character and nature of the neighborhood of the proposed work site; whether great economic hardship would occur; if the work is in the general public interest; and he shall prescribe such conditions, working time, types of construction equipment to be used and permissible noise levels as he deems to be required in the public interest.

B. The provisions of subsection A of this section shall not apply to emergency work as defined herein; provided, that the Noise Control Officer shall be notified in writing of such emergency work no later than 48 hours after work commences.

41.10.050 Construction noise limits.

> Except as provided in CMC 41.10.040(B), it shall be unlawful for any person, including the City of Coronado, to conduct any construction activity so as to cause, at or within the property lines of any property zoned residential, an average sound level greater than 75 decibels during a one-hour period any time between the hours of 7:00 a.m. to 7:00 p.m. unless a variance has been applied for and granted by the Noise Control Officer.

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, building construction, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and remove the soils from excavation. The project site is surrounded by multi-family residential uses to the northeast, a church and preschool to the east and southeast, and commercial properties to the south, southwest, and northwest. Construction noise levels were modeled at the adjacent receivers assuming the simultaneous use of an excavator and a loader, which would generate a combined sound power level of 113.9 dB(A) L_{pw}. This noise level was modeled as an area source covering the entire project site. The existing wall located between the project site and the property to the north was taken into account. The results are summarized in Table 12. Modeled receiver locations and construction noise contours are shown in Figure 6.

Table 12
Construction Noise Levels at Adjacent Receivers
[dB(A) L_{eq}]

Receiver	Zoning	Construction Noise Level Limit	Construction Noise Level
1	R-3/P	75	74
2	R-3/P	75	75
3	R-3/P	75	75
4	R-3/P	75	74
5	C	--	78
6	C	--	79
7	C	--	78
8	C	--	72
9	C	--	72
10	C	--	72
11	C	--	71
12	R-3	75	70
13	R-3	75	70
14	R-3	75	70

dB(A) L_{eq} = A-weighted decibels equivalent noise level
R-3/P = Multiple Family Residential, 28 dwelling units per acre, 3,500 square feet minimum lot size with parking overlay
C = Commercial
R/3 = Multiple Family Residential, 28 dwelling units per acre, 3,500 square feet minimum lot size

Image Source: NearMap (flown January 2024)

Project Boundary
Receivers

Construction Noise Contours

60 dB(A) L_{eq}
65 dB(A) L_{eq}
70 dB(A) L_{eq}
75 dB(A) L_{eq}

0 Feet 150

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FIGURE 6
Construction Noise Contours

As shown, construction noise levels are anticipated to be 75 dB(A) L_{eq} or less at all residentially zoned properties. Although the existing adjacent uses would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. In accordance with Section 41.10.040 of the CMC, construction activities would not occur before 7:00 a.m. or after 7:00 p.m. on Mondays through Saturdays and would not occur any time on Sundays and holidays. As construction activities associated with the project would comply with requirements of the CMC, temporary increases in noise levels from construction activities would be less than significant. Note that modeled construction noise levels take into account the existing wall located between the project site and the residential uses to the north. In order to comply with the noise level limits of the CMC, it shall be required that this wall remain in place during all project construction activities.

Although construction noise levels are not anticipated to exceed 75 dB(A) L_{eq}, due to the proximity of the adjacent residential uses, impacts associated with construction noise could be significant. To reduce potentially significant impacts, mitigation measure NOS-1 would be implemented to ensure project compliance with the CMC.

With implementation of mitigation measure NOS-1, temporary increases in noise levels from construction activities would be less than significant.

Dewatering

There is a possibility that site dewatering would be required if groundwater is encountered during excavation. Dewatering would require the use of a 5-horsepower pump that would operate continuously including during the nighttime hours. Based on calculation details provided in *An Introduction to Sound Level Data for Mechanical and Electrical Equipment* (Continuing Education and Development, Inc. 2013), a 5-horsepower pump with a 3,000 to 3,600 rotations per minute motor generates a noise level of 76.0 dB(A) L_{eq} at 3 feet which is equivalent to a sound power level of 83.2 dB(A) L_{pw}. This noise level was modeled as a point source near the center of the project site. The results are summarized in Table 13. Modeled receiver locations and dewatering noise contours are shown in Figure 7.

Image Source: NearMap (flown January 2024)

Project Boundary
Receivers

Dewatering Noise Contours

40 dB(A) L_{eq}
45 dB(A) L_{eq}
50 dB(A) L_{eq}

0 Feet 100

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FIGURE 7
Dewatering Noise Contours

Table 13 Dewatering Noise Levels at Adjacent Receivers [dB(A) L_{eq}]			
Receiver	Zoning	Noise Level Limit	Pump Noise Level
1	R-3/P	45	39.6
2	R-3/P	45	40.9
3	R-3/P	45	40.8
4	R-3/P	45	39.5
5	C	47.5	42.0
6	C	47.5	43.2
7	C	47.5	42.2
8	C	47.5	35.1
9	C	47.5	35.3
10	C	47.5	35.3
11	C	47.5	34.8
12	R-3	45	35.3
13	R-3	45	35.5
14	R-3	45	35.2
dB(A) L_{eq} = A-weighted decibels equivalent noise level R-3/P = Multiple Family Residential, 28 dwelling units per acre, 3,500 square feet minimum lot size with parking overlay C = Commercial R/3 = Multiple Family Residential, 28 dwelling units per acre, 3,500 square feet minimum lot size			

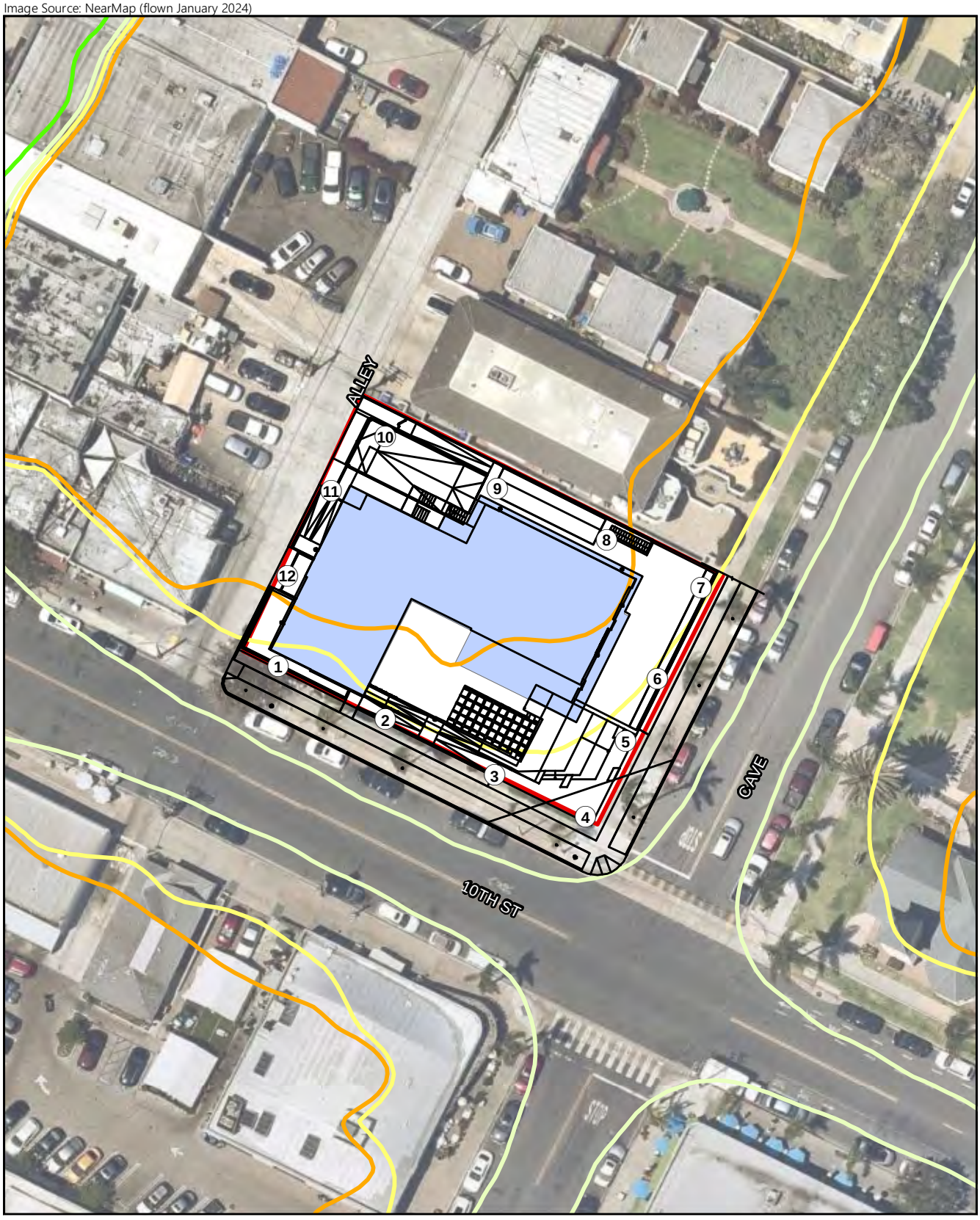
Since pump operation would occur outside the times allowable by Section 41.10.040 of the CMC, the applicable noise level limits would be those provided in Section 41.10.010 of the CMC. These limits include 45 dB(A) L_{eq} at the residentially zoned properties and 47.5 dB(A) L_{eq} at the commercially zoned properties. As shown, pump noise levels are not anticipated to exceed the applicable noise level limits at the adjacent properties. However, due to the proximity of the adjacent residential uses and the fact that the pump would need to operate during the nighttime hours, noise impacts related to dewatering could be significant. Therefore, mitigation measure NOS-2 would be implemented to ensure that the project complies with the CMC. With implementation of mitigation measure NOS-2, temporary increases in noise levels from dewatering activities would be less than significant.

Traffic Noise – On-Site Noise Compatibility

Noise and land use compatibility is regulated by the Noise Element of the City's General Plan. Noise levels for the project are considered clearly acceptable up to 55 community noise equivalent level (CNEL) and normally acceptable up to 60 CNEL. In normally acceptable areas, common building construction would make the indoor noise environment acceptable.

The main source of traffic noise at the project site is vehicle traffic on 10th Street, C Avenue, and Orange Avenue. The methodology and vehicle traffic parameters used to calculate on-site noise levels are provided in the Noise Analysis prepared for the project (Appendix D). Noise levels were also modeled at a series of 12 specific receiver locations on the project site. These receivers and noise contours are shown in Figure 8. On-site vehicle traffic noise levels are summarized in Table 14.

Image Source: NearMap (flown January 2024)



Project Boundary
Site Plan
Building
Receivers

Vehicle Traffic Noise Contours

50 dB(A) L_{eq}
55 dB(A) L_{eq}
60 dB(A) L_{eq}
65 dB(A) L_{eq}

0 Feet 50

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FIGURE 8
Vehicle Traffic Noise Contours

Table 14 On-site Vehicle Traffic Noise Levels		
	Exterior Noise Level (CNEL)	
Receiver	1st Floor	2nd Floor
1	57	57
2	56	57
3	56	57
4	57	58
5	56	57
6	55	56
7	54	55
8	47	50
9	41	45
10	42	47
11	44	50
12	48	53
CNEL = community noise equivalent level		

As shown, vehicle traffic noise levels are projected to be 60 CNEL or less and would be considered normally acceptable. Thus, the project could be compatible with City standards.

The interior noise level standard for noise sensitive land uses is 45 CNEL. Interior noise levels can be reduced through standard construction techniques. When windows are closed, standard construction techniques provide various exterior-to-interior noise level reductions depending on the type of structure and window. According to the Federal Highway Administration's (FHWA's) Highway Traffic Noise Analysis and Abatement Guidance, buildings with masonry façades and double-glazed windows can be estimated to provide a noise level reduction of 35 dB, while light-frame structures with standard windows may provide noise level reductions of at least 20 dB (FHWA 2011). Because exterior noise levels are projected to be 60 CNEL or less, assuming a 20 dB exterior-to-interior noise reduction would result in interior noise levels that are 40 CNEL or less. Thus, interior noise levels would not exceed the standard of 45 CNEL. Exterior and interior noise impacts would be less than significant.

Traffic Noise – Ambient Noise Level Increases

The project was also evaluated to determine if project-generated traffic would result in a significant increase in ambient noise levels. The project would contribute traffic to the local roadways. However, the project would not substantially alter the vehicle classifications mix on local or regional roadways nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. While changes in noise levels would occur along any roadway where project-related traffic occurs, for noise assessment purposes, noise level increases are assumed to be greatest nearest the project site, as this location would represent the greatest concentration of project-related traffic. A substantial noise increase is defined as an increase of 3 dB above existing conditions.

During regular operations the project would generate up to 48 ADT, and during special events the project would generate up to a maximum of 104 ADT (see Appendix C). Table 15 summarizes the

traffic noise levels without and with the project and the associated increase in noise. As shown, the project would result in a noise increase of 0.3 dB or less, which would not be an audible change in noise levels. Therefore, the project would not result in the exposure of noise sensitive land uses to significant noise levels, and impacts would be less than significant.

Table 15
Off-site Vehicle Traffic Noise Levels
(CNEL)

	Without Project	With Project – Regular Operations		With Project – Special Event	
Roadway Segment	Noise Level	Noise Level	Increase Over Existing	Noise Level	Increase Over Existing
Orange Avenue					
North of 10th Street	66.5	66.5	0.0	66.5	0.0
South of 10th Street	66.6	66.6	0.0	66.6	0.0
10th Street	54.8	54.9	0.1	55.1	0.3
C Avenue	54.8	54.9	0.1	55.1	0.3

CNEL = community noise equivalent level
NOTE: Noise levels are modeled at 50 feet from the roadway.

On-Site Generated Noise

The applicable property line noise level limits provided in Section 41.10.010 of the CMC are summarized in Table 16. 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 16
Property Line Noise Level Limits

Land Use Zone	Time of Day	One-Hour Average Sound Level [dB(A) L_{eq}]
Residential: All R-1A; R-1B	7:00 a.m. to 7:00 p.m.	50
	7:00 p.m. to 10:00 p.m.	45
	10:00 p.m. to 7:00 a.m.	40
Residential: All R-3; R-4; R-PDC; and R-5	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
Commercial (C); Commercial Recreation (C-R); Hotel/Motel (H-M); Civic Use (C-U); Open Space (SO); and Parking Overlay (P-1)	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	60
	10:00 p.m. to 7:00 a.m.	50

SOURCE: City of Coronado Municipal Code Section 4.10.010.

The project site is zoned R-3/P. The property to the northeast is zoned R-3/P, the properties to the southeast are zoned R-3, and the properties to the south, west, and north are zoned C. Therefore, the applicable property line limits between the project site and the adjacent residential uses are 55 dB(A) L_{eq} during the daytime, 50 dB(A) L_{eq} in the evening, and 45 dB(A) L_{eq} during the nighttime, and the applicable property line limits between the project site and the adjacent commercial uses

are 57.5 dB(A) L_{eq} during the daytime, 55 dB(A) L_{eq} in the evening, and 47.5 dB(A) L_{eq} during the nighttime.

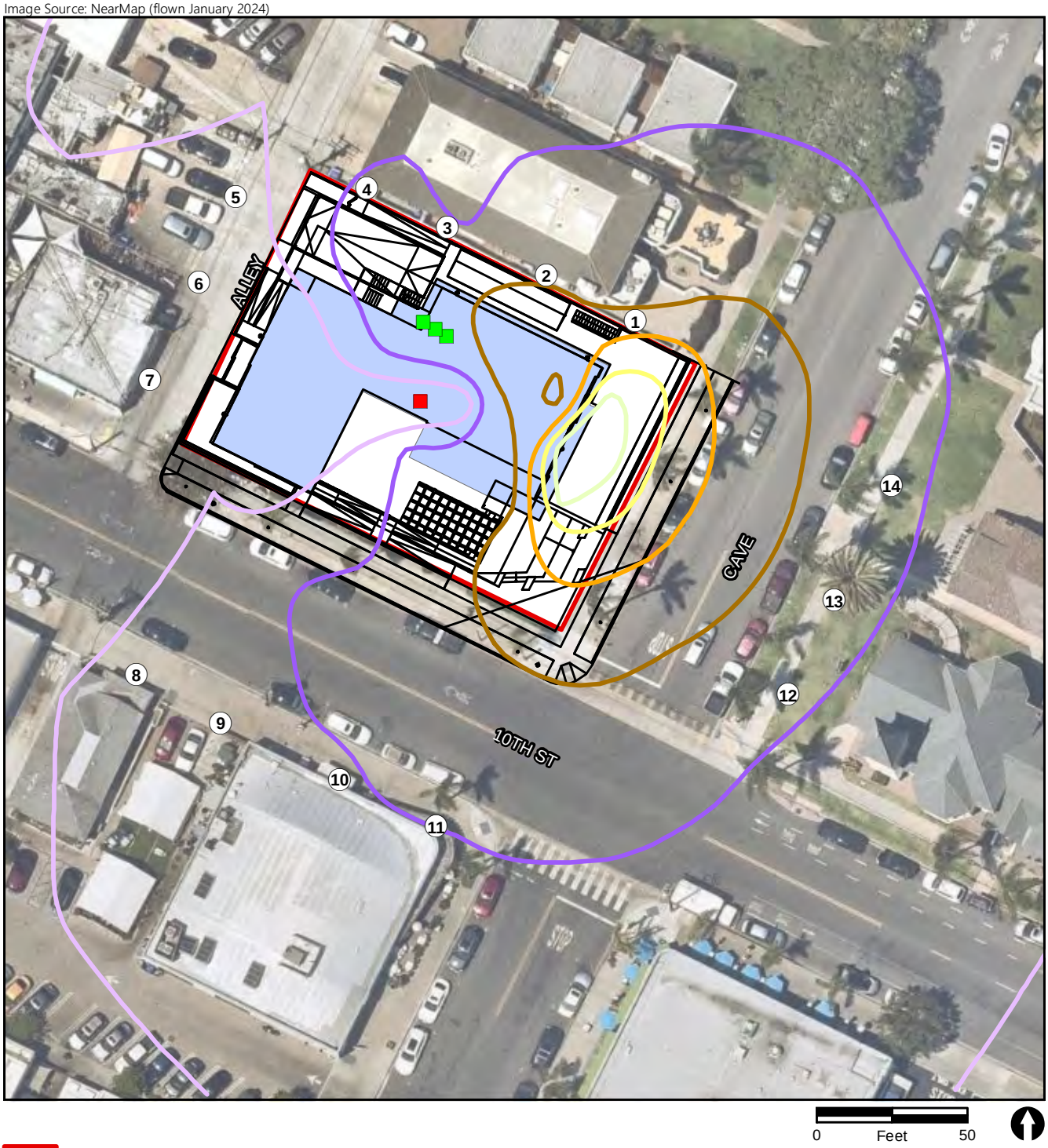
The operational noise sources on the project site are anticipated to be those that would be typical of religious facility, and would include rooftop mechanical equipment, people gathering, amplified music within the Assembly Hall during weddings/receptions, vehicles arriving and leaving, and landscaping equipment. Noise associated with landscaping equipment is anticipated to be similar to the existing landscaping activities on the project site and typical of landscaping activities throughout the City and would not generate noise levels in excess of CMC limits. Parking activities would occur within the underground parking garage which would be accessed from the alley to the west, away from adjacent residential uses. As such, noise levels from underground parking activities would not be audible at the adjacent residential uses and are not anticipated to exceed the CMC noise level limits. This analysis therefore focuses on noise levels generated by rooftop mechanical equipment, people gathering in outdoor spaces, and amplified music. Noise levels were calculated for the following scenarios: (1) weddings/receptions with maximum occupancy and amplified music, (2) larger events with maximum occupancy and no amplified music, and (3) nighttime operation of the rooftop mechanical equipment. The methodology and noise parameters used to calculate on-site generated noise levels are provided in the Noise Analysis prepared for the project (Appendix D). The modeling results are summarized in Table 17. Operational noise contours are shown in Figures 9a through 9c.

Table 17
Operational Noise Levels at Adjacent Receivers
[dB(A) L_{eq}]

Receiver	Zoning	Noise Level Limit Day/Evening/Night	Operational Noise Level		
			Special Event with Amplified Music	Event without Amplified Music	Rooftop Mechanical Equipment Only
1 – 1st Floor	R-3/P	55/50/45	45	43	33
1 – 2nd Floor	R-3/P	55/50/45	50	49	37
2 – 1st Floor	R-3/P	55/50/45	44	37	36
2 – 2nd Floor	R-3/P	55/50/45	46	42	40
3 – 1st Floor	R-3/P	55/50/45	40	38	38
3 – 2nd Floor	R-3/P	55/50/45	43	42	42
4 – 1st Floor	R-3/P	55/50/45	41	40	40
4 – 2nd Floor	R-3/P	55/50/45	43	43	43
5	C	57.5/55/47.5	38	38	38
6	C	57.5/55/47.5	33	31	31
7	C	57.5/55/47.5	33	31	31
8	C	57.5/55/47.5	35	34	34
9	C	57.5/55/47.5	38	37	36
10	C	57.5/55/47.5	40	38	37
11	C	57.5/55/47.5	40	38	35
12	R-3	55/50/45	41	40	30
13	R-3	55/50/45	42	41	30
14	R-3	55/50/45	41	40	30

dB(A) L_{eq} = A-weighted decibels equivalent noise level
R-3/P = Multiple Family Residential, 28 dwelling units per acre, 3,500 square feet minimum lot size with parking overlay
C = Commercial
R/3 = Multiple Family Residential, 28 dwelling units per acre, 3,500 square feet minimum lot size

Image Source: NearMap (flown January 2024)



Project Boundary

Site Plan

Building

Receivers

Rooftop Mechanical Equipment

Air Conditioning

Boiler

Operational Noise Contours

35 dB(A) L_{eq}

40 dB(A) L_{eq}

45 dB(A) L_{eq}

50 dB(A) L_{eq}

55 dB(A) L_{eq}

60 dB(A) L_{eq}

FIGURE 9a

Operational Noise Contours – Event with Amplified Music

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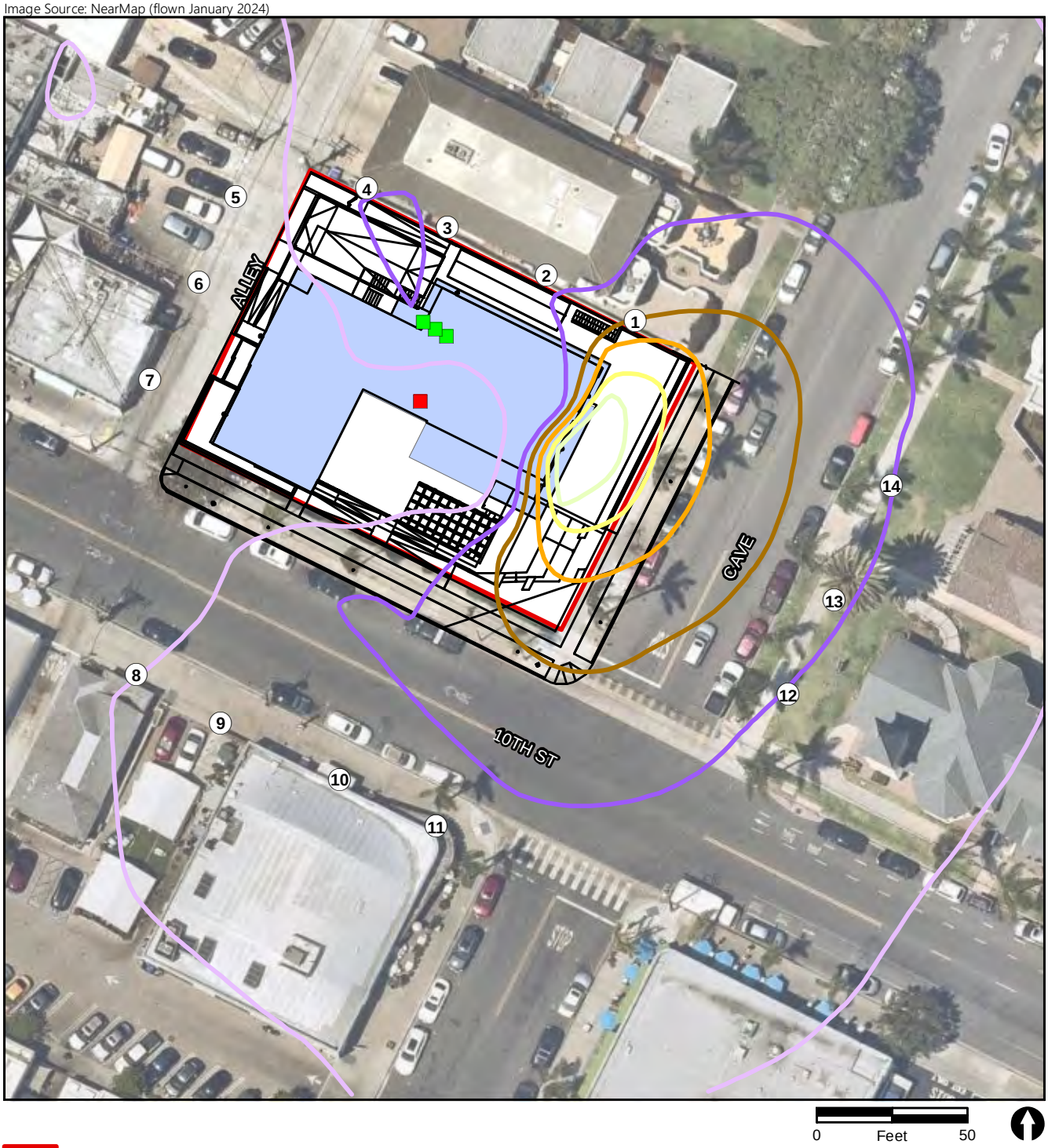
Image Source: NearMap (flown January 2024)



0 Feet 50

Project Boundary
Site Plan
Building
Receivers

Rooftop Mechanical Equipment

Air Conditioning
Boiler

Operational Noise Contours

35 dB(A) L_{eq}
40 dB(A) L_{eq}
45 dB(A) L_{eq}
50 dB(A) L_{eq}
55 dB(A) L_{eq}
60 dB(A) L_{eq}

FIGURE 9b

Operational Noise Contours – Event without Amplified Music

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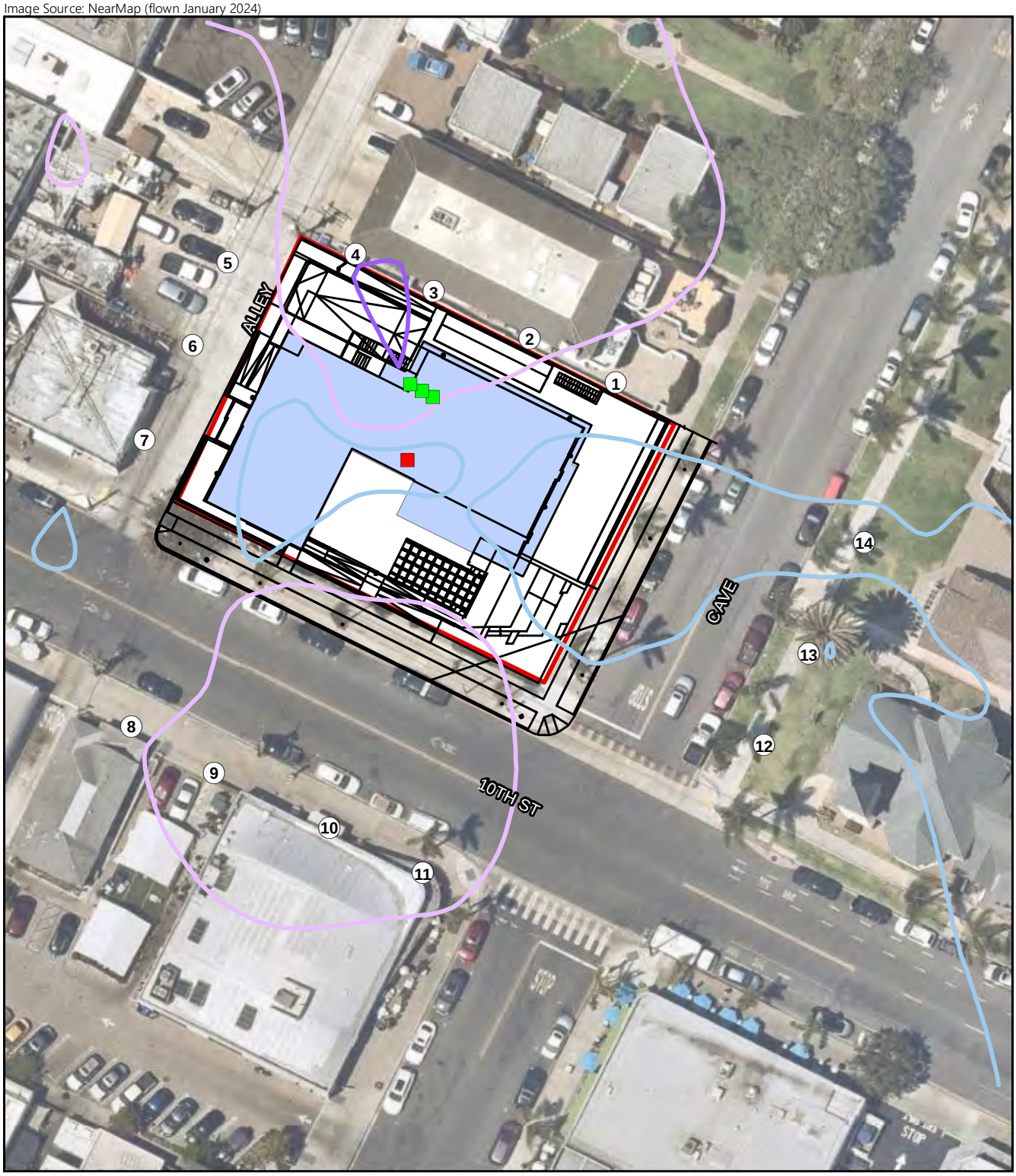
Image Source: NearMap (flown January 2024)



Project Boundary
Site Plan
Building
Receivers

Rooftop Mechanical Equipment
Air Conditioning
Boiler

Operational Noise Contours
30 dB(A) L_{eq}
35 dB(A) L_{eq}
40 dB(A) L_{eq}

FIGURE 9c

Operational Noise Contours –
Rooftop Mechanical Equipment Only

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The noise sources modeled for the first scenario, special event with amplified music, includes indoor amplified music and speech, people gathering on the outdoor terrace, and rooftop mechanical equipment. The noise sources modeled for the second scenario, event without amplified music, include people gathering on the outdoor terrace and rooftop mechanical equipment As shown in Table 17, noise levels due to these on-site noise sources would not exceed either the daytime or evening noise level limits. All events would end at 10:00 p.m. Therefore, the only remaining on-site noise source during the nighttime hours would be the rooftop mechanical equipment. As shown, noise levels due to this equipment would be less than the applicable nighttime noise level limit. However, due to the proximity of the adjacent residential uses and the fact that all doors and windows in the Assembly Hall would need to remain closed during events with amplified music, noise impacts due to events could be significant. Therefore, the mitigation measure NOS-3 would be implemented to ensure that the project complies with the CMC. With implementation of mitigation measure NOS-3, impacts due to on-site noise sources would be less than significant.

b. Less Than Significant Impact

Human reaction to vibration is dependent on the environment the receiver is in, as well as individual sensitivity. For example, outdoor vibration is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying (Federal Transit Administration [FTA] 2018). Based on several federal studies, the threshold of perception is 0.035 inch per second (in/sec) peak particle velocity (PPV), with 0.24 in/sec PPV being distinctly perceptible (Caltrans 2013). Vibration perception would occur at structures, as people do not perceive vibrations without vibrating structures (FTA 2018).

Construction activities produce varying degrees of ground vibration depending on the equipment and methods employed. Ground vibrations from typical construction activities rarely reach levels high enough to cause damage to structures. Based on best available data, impacts associated with project construction equipment vibration shall be considered significant if the PPV exceeds 0.2 in/sec which is the standard recommended by the FTA for assessing construction vibration impacts at masonry structures such as those surrounding the project site (FTA 2018).

Table 18 summarizes the vibration levels generated by equipment that could be used at the project site.

Table 18
Construction Equipment Vibration Levels

Equipment	PPV (in/sec) at 25 feet	Distance to 0.2 PPV (feet)
Small Bulldozer	0.003	<1
Loaded Truck	0.076	10
Jackhammer	0.035	5

PPV = peak particle velocity; in/sec = inch per second
SOURCE: Federal Transit Administration 2018.

Construction equipment with the greatest potential to generate vibration would be a loaded truck. According to the FTA, loaded trucks generate vibration levels of 0.089 in/sec PPV at 25 feet. Vibration levels would exceed 0.2 in/sec PPV at distances closer than 10 feet between the equipment and a building. The nearest building is located approximately 10 feet from the edge of the project footprint.

A loaded truck would not be located immediately adjacent to the building due to physical constraints. Rather, they would be located either on the adjacent roads or on the project site at distances greater than 10 feet from the adjacent buildings. All other construction equipment operating on-site would generate vibration levels that are less than a loaded truck. Further, all construction activities would occur during the daytime hours between 7:00 a.m. and 7:00 p.m. as required by the CMC Noise Abatement and Control Regulations and would not generate any vibration during the night when it would be more likely to create a disturbance. Therefore, project construction is not anticipated to generate significant vibration levels and impacts would be less than significant. Once operational, the project would not be a source of ground borne vibration.

c. Less Than Significant Impact

NASNI is located 1.3 miles northwest of the project site. According to the NASNI ALUCP, the project site is not located within the 65 CNEL airport noise contour (San Diego County Regional Airport Authority 2020); therefore, future patrons would not be exposed to aircraft noise levels greater than 65 CNEL and impacts associated with noise from NASNI would be less than significant.

The project site is located approximately 3.0 miles south of the San Diego International Airport. According to the San Diego International Airport ALUCP, the project site is located well outside the 60 CNEL airport noise contour (San Diego County Regional Airport Authority 2014). Thus, impacts associated with noise from San Diego International Airport would be less than significant.

MITIGATION MEASURES

NOS-1 The City shall ensure that the construction contractor(s) contract and specifications for all project-related activities include the following requirements during construction activities:

- The existing wall located between the project site and the residential uses to the north shall remain in place during all project construction activities.
- Construction hours shall be conducted in compliance with CMC 41.10.040 with respect to allowable timeframes and days of the week (including weekends and holidays). Per CMC 41.10.050, noise from construction activities shall meet the standard of 75 dB(A) L_{eq} over any one-hour period, unless authorization to exceed this limit has been granted via permit by the City's Noise Control Officer in advance.
- Construction during nighttime hours is prohibited unless authorized by the Noise Control Officer in advance via permit.
- All idling (i.e., engines running) equipment shall be kept to a minimum.
- The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be used for safety warning purposes only.
- Communication with local residents shall be maintained prior to and during construction. Specifically, the local residents shall be informed of the schedule,

duration, and progress of the construction and shall be provided contact information (e.g., a telephone hotline and/or email address) for noise- or vibration-related complaints. The City shall establish a process to investigate these complaints in a timely manner and, if determined to be valid, detail efforts to provide a timely resolution and response to the complainant—with copy of outcome description documented in a log for the duration of the construction activities.

- Locate fixed/stationary equipment (e.g., generators, compressors) shall be located as far as possible from residential uses.

- All noise-producing equipment and vehicles using internal combustion engines shall be equipped with exhaust mufflers (or comparable noise-reducing exhaust flow treatments); air-inlet silencers; and, hoods, shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors, generators) shall be equipped with shrouds and noise control features that are readily available for that type of equipment.

NOS-2 The City shall ensure that the construction contractor(s) contract and specifications for all project-related activities include the following requirements during dewatering activities:

- The existing wall located between the project site and the residential uses to the north shall remain in place during all project construction activities.

- The pump shall be operated in compliance with the CMC 41.10.010 with respect to the allowable daytime and nighttime noise level limits. Per CMC 41.10.010, noise from nighttime pump operation shall meet the standards of 45 dB(A) L_{eq} at the adjacent residentially zoned properties and 47.5 dB(A) L_{eq} at the adjacent commercially zoned properties. The following considerations shall be implemented as necessary to ensure that noise levels due not exceed the applicable CMC limits:

  - The noise specifications for the selected pump shall not exceed a sound pressure level of 76.0 dB(A) L_{eq} at 3 feet.

  - The pump shall be located as far away from the residentially zoned properties as feasible, and shall not be located closer than 50 feet from the residentially zoned properties.

  - An enclosure or barrier shall be constructed around the pump in order to shield noise from the adjacent residentially zoned properties.

- Communication between the applicant team and local residents shall be maintained prior to and during construction, including all dewatering activities. Specifically, the local residents shall be informed of the schedule, duration, and

progress of the dewatering activities and shall be provided contact information (e.g., a telephone hotline and/or email address) for noise- or vibration-related complaints. The City shall investigate these complaints in a timely manner and, if determined to be valid, detail efforts to provide a timely resolution and response to the complainant—with copy of outcome description documented in a log for the duration of the construction activities.

NOS-3 The project's Major Special Use Permit shall include the following conditions:

- Noise levels shall not exceed the applicable noise level limits specified in the CMC. The applicable noise level limits between the project site and the adjacent R-3 and R-3/P zones are 55 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m., 50 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m., and 45 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m. The applicable noise level limits between the project site and the adjacent C zones are 57.5 dB(A) L_{eq} between 7:00 a.m. and 7:00 p.m., 55 dB(A) L_{eq} between 7:00 p.m. and 10:00 p.m., and 47.5 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m.

- During all events with amplified music, all facility windows and doors shall remain closed.

- Amplified music shall not exceed a noise level of 72 dB(A) L_{eq} when measured at 50 feet from the speakers.

4.14 Population and Housing

Would the proposed 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

EXPLANATIONS:

a. Less Than Significant Impact

The project does not include the construction of any new housing and only a limited number of new employment opportunities. It is assumed that most of the congregates attending the proposed synagogue already reside in relatively close proximity to the project site. As a result, the project would not induce substantial unplanned population growth either directly or indirectly, and impacts would be less than significant.

b. No Impact

The project would not require the demolition or alteration of existing housing. As such, the project would not displace people or require replacement housing. Therefore, people and housing would not be displaced, and no impact would occur.

4.15 Public Services

Would the proposed 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?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

EXPLANATIONS:

a.i. Less Than Significant Impact

The Coronado Fire Department (CFD) provides an array of services to the City, including fire protection, fire prevention, emergency response, disaster preparedness, medical aid, search and rescue, lifeguard services, and community education programs. The CFD has two fire stations operating on a 24-hour basis. The CFD headquarters is within central Coronado on 6th Street, and a secondary station is in the Coronado Cays. The CFD also participates in a robust mutual aid system in the region to ensure response of additional resources as needed (CFD 2020).

The project would demolish the existing office buildings and construct a two-story synagogue which would replace the existing Chabad of Coronado synagogue located at 1330 Orange Avenue, Suite 120-130. Therefore, the demand for additional fire services in the City is not anticipated to increase. Additionally, the CFD would be required to review and approve all final site plans for the project prior to project development to ensure adequate emergency accessibility. The project would be required to be constructed in compliance with the latest California Fire Code (California Code of Regulations, Title 24, Part 9) to ensure that all development would benefit from the most current fire prevention and safety standards. If determined necessary, the City Council may also approve a public facility fee program pursuant to the CMC, Chapter 8.2, and require new development to provide funds toward capital improvements for public services including fire facilities. If determined that incremental development would require additional fire services, the City has authority to impose additional fees under the public facilities program. Therefore, development of the project would not result in an increase in demand on fire protection services in comparison to existing conditions, and the CFD is anticipated to provide adequate services without the need for the construction of new or expanded fire facilities. Impacts would be less than significant.

a.ii. Less Than Significant Impact

The Coronado Police Department provides law enforcement services and comprises approximately 70 paid employees and 30 civilian volunteers. The Coronado Police Department is headquartered at one station located at 700 Orange Avenue. The project would demolish the existing office buildings and construct a two-story synagogue which would replace the existing Chabad of Coronado synagogue located at 1330 Orange Avenue, Suite 120-130. Therefore, the demand for additional police services in the City is not anticipated to increase and the project is not anticipated to result in physical expansion of police stations. Additionally, if determined necessary, the City Council may approve a public facility fee program pursuant to the CMC, Chapter 8.2, and require new development to provide funds toward capital improvements for public services including police facilities. Impacts would be less than significant.

a.iii. No Impact

The project would not introduce any residential uses that would generate any student enrollment that would increase demand for school services. As such, the project would not induce growth that would require school services. Therefore, the project would not require new or expanded school facilities. No impact would occur.

a.iv. Less Than Significant Impact

The project would not result in a substantial increase in population growth that would result in an increase in use of or demand for parks. Additionally, if determined necessary, the City Council may approve a public facility fee program pursuant to the CMC, Chapter 8.2, and require new development to provide funds toward capital improvements for public services, including park facilities. It is expected that the project would be adequately served by existing park facilities. Therefore, impacts would be less than significant.

a.v. No Impact

Other public facilities include libraries and government administrative services. The project would not result in a substantial increase in population growth that would require additional public facilities. Therefore, the project would not require new or expanded public facilities. No impact would occur.

4.16 Recreation

Would the proposed 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?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

EXPLANATIONS:

a. Less Than Significant Impact

As discussed in 4.15.a.iv, the project would not result in a substantial increase in population growth that would result in an increase in use of or demand for parks. It is expected that the project would be adequately served by existing park facilities. Therefore, impacts associated with the use of existing neighborhood and regional parks or other recreational facilities would be less than significant.

b. No Impact

The project would not include recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

4.17 Transportation/Traffic

Would the proposed 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?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

EXPLANATIONS:

This section describes potential impacts related to transportation and is based on a VMT Assessment prepared for the project by Linscott, Law and Greenspan, Engineers dated May 2024 (see Appendix C).

a. Less Than Significant Impact

The project would generate vehicle trips during construction in the form of haul trucks and worker commute vehicles; however, the number of vehicles generated would be limited and would not likely result in congestion on nearby roadways. Due to the unique nature of the project's proposed land uses, operational traffic was measured with a site-specific trip generation estimated for each day of a typical week and for special events and holidays based on the proposed schedule of operations and occupancy. Special events are not proposed to conflict with larger Sabbath gatherings on Friday and Saturday or any other gatherings. The trip generation calculations, summarized in Table 19, show that Tuesdays are expected to be the highest traffic generating "typical" day with 48 ADT, followed by Sundays with 46 ADT. Weddings/receptions and summer camp are the highest generating special

events, with 104 and 88 ADT, respectively. The trip generation tables for each of these four scenarios are shown in Tables 3-2a through 3-2d in Appendix C.

It should be noted that trip generation calculations for Fridays, Saturdays, and some special events are likely overly conservative as the trips generated during those times are likely to be much lower. The project would serve members of the Orthodox Judaism community, most of whom generally do not operate motor vehicles on Jewish holidays, including Friday nights, Saturdays, and other major holidays.

Table 19
Project Trip Generation Summary

Day of Week/Event	Average Daily Trips
Typical Operations	
Sunday	46
Monday	32
Tuesday	**48**
Wednesday	22
Thursday	32
Friday	40
Saturday	24
Special Events	
Saturday + Bar Mitzvah	84
Chanukah	40
Passover	48
Shavuot	32
Summer Camp	88
Weddings/Receptions	**104**

As shown in Table 19, the project is calculated to generate fewer than 110 ADT under all analyzed scenarios. Based on guidance from the California Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA, projects that generate or attract fewer than 110 trip per day generally may be assumed to cause a less-than-significant transportation impact because the trip addition would not affect the circulatory system, or policies related thereto.

Bus service in the City is provided by the San Diego Metropolitan Transit System. The bus route serving the immediate area surrounding the project site is Metropolitan Transit System Route 901. Several bus stops are located along Orange Avenue and are walking distance to the project site. The City's Comprehensive Active Transportation Plan and Complete Streets Strategy (City of Coronado 2018) identifies a proposed bicycle lane along 10th Street, south of the project site, and a proposed bicycle route along C Avenue, east of the project site. The project would not alter the existing sidewalks along 10th Street and C Avenue and would not conflict with the City's proposed bicycle routes and bicycle lanes. Therefore, the project would not conflict with a program plan, ordinance or policy addressing transit, bicycle, and pedestrian facilities and impacts would be less than significant.

b. Less Than Significant Impact

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (roundtrip) travel and is estimated for a typical weekday for the purposes of measuring transportation impacts.

The City does not have published guidelines for the preparation of VMT studies. Therefore, this assessment has been prepared to evaluate the transportation effects of the Project using the VMT metric based on guidance from the California Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).

As shown in Table 19, the project is calculated to generate fewer than 110 ADT under all analyzed scenarios. Based on guidance from the California Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant VMT impact. Therefore, project operation would result in a less than significant VMT impact.

c. Less Than Significant Impact

Vehicular access to the project site would be provided along the alley located just west of the site. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that currently serve the project site. The project would not introduce any new roadways or introduce a land use that would conflict with existing urban land uses in the surrounding area. The design of the project, including the underground parking structure, ingress, egress, and other streetscape changes are subject to the CMC and zoning development standards. As a result, impacts related to vehicular circulation design features would be less than significant.

d. Less Than Significant Impact

State Routes 75 and 282 are the primary transportation routes for regional emergency response and evacuation within the City. During construction of the project, temporary construction and staging areas would be located within the boundaries of the project site. Therefore, the project would not result in inadequate emergency access to or from the project site, and impacts would be less than significant.

4.18 Tribal Cultural Resources

Would the proposed 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)?	☐	☐	☐	☒
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?	☐	☐	☐	☒

EXPLANATIONS:

a.i. and a.ii. No Impact

AB 52 establishes a formal consultation process between the lead agency, the City, and all California Native American tribes within the area regarding tribal cultural resource evaluation. AB 52 mandates that the lead agency must provide formal written notification to the designated contact of traditionally and culturally affiliated California Native American tribes that have previously requested notice. Native American tribes are notified early in the project review phase by written notification that includes a brief description of the project, location, and the lead agency's contact information. The tribal contact then has 30 days to request project-specific consultation pursuant to this section (Public Resources Code Section 21080.1).

As a part of the consultation pursuant Public Resources Code Section 21080.3.1(b), both parties may suggest mitigation measures (Public Resources Code Section 21082.3) that can avoid or substantially lessen potential significant impacts to tribal cultural resources or provide alternatives that would avoid significant impacts to a tribal cultural resource. The California Native American tribe may request consultation on mitigation measures, alternatives to the project, or significant effects. The consultation may also include discussion on the environmental review, the significance of tribal cultural resources, the significance of the project's impact on the tribal cultural resources, project alternatives, or the measures planned to preserve or mitigate impacts on resources. Consultation shall end when either (1) both parties agree on the mitigation measures to avoid or mitigate significant effects on a tribal cultural resource or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

Per AB 52, the City initiated consultation with Native American tribes that are traditionally and culturally affiliated with the geographic area of the project to identify resources of cultural or spiritual value to the tribe.

On May 21, 2024, the City sent consultation notification letters to Native American tribes on the City's Master List pursuant to the requirements of AB 52 pertaining to government-to-government consultation. Table 20 summarizes the City's consultation efforts. To date, all 12 Native American tribes contacted did not respond., as noted in Table 20.

Table 20
Assembly Bill 52 Consultation

Tribe	Individual Contacted	Date Letter Mailed	Response Received	Consultation Held
Jamul Indian Village	Erica Pinto	May 21, 2024	DNR	N/A
Campo Band of Diegueno Mission Indians	Ralph Goff	May 21, 2024	DNR	N/A
Ewiiaapaayp Band of Kumeyaay Indians	Robert Pinto, Sr.	May 21, 2024	DNR	N/A
Jamul Indian Village	Lisa Cumper	May 21, 2024	DNR	N/A
Ewiiaapaayp Band of Kumeyaay Indians	Michael Garcia	May 21, 2024	DNR	N/A

Table 20 Assembly Bill 52 Consultation				
Tribe	Individual Contacted	Date Letter Mailed	Response Received	Consultation Held
Kumeyaay Cultural Repatriation Committee	Clint Linton	May 21, 2024	DNR	N/A
Kwaaymii Laguna Band of Mission Indians	Carmen Lucas	May 21, 2024	DNR	N/A
Iipay Nation of Santa Ysabel	Virgil Perez	May 21, 2024	DNR	N/A
La Posta Band of Diegueno Mission Indians	Gwendolyn Parada	May 21, 2024	DNR	N/A
Manzanita Band of Kumeyaay Nation	Angela Elliott-Santos	May 21, 2024	DNR	N/A
Sycuan Band of Kumeyaay Nation	Cody J. Martinez	May 21, 2024	DNR	N/A
Viegas Band of Kumeyaay Indians	Robert J. Welch, Jr.	May 21, 2024	DNR	N/A
DNR = Did not respond; N/A = Consultation was not requested.				

As described in Section 4.5.a above, the in-house records search completed for the project by RECON Environmental, Inc. did not identify any archaeological resources as recorded within the project area or within 1,000 feet of the project area. Therefore, the project would not cause a substantial adverse change to a tribal cultural resource that would qualify or be eligible for listing in the California Register of Historical Resources or the local register of historical resources in accordance with the Public Resources Code Section 5020.1(k). No impact would occur.

4.19 Utilities and Service Systems

Would the proposed 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?	☐	☐	☒	☐

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?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, state, and local statutes and regulation related to solid waste?	☐	☐	☒	☐

EXPLANATIONS:

a. Less Than Significant Impact

Water Infrastructure

The project site is served by the California-American Water Company (CAW), who is supplied by the City of San Diego. The agreement between CAW and the City of San Diego guarantees that CAW has the right to purchase unlimited amounts of water for the foreseeable future (City of Coronado 2023). The project site has on-site water lines which would serve the project. No expansion of the water lines that convey water to the project site would be required. Therefore, the project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Infrastructure

The City's Wastewater Division provides wastewater services to the project site. Wastewater from the City is conveyed to be treated at the City of San Diego's Point Loma Wastewater Treatment Plant (PLWTP). The PLWTP has a maximum capacity of 240 million gallons per day (mgd) of

wastewater. Currently, the plant treats an average of 175 mgd (City of San Diego 2024). The project is not expected to result in wastewater production that would cause the PLWTP to exceed its 240 mgd capacity. The project would not require the PLWTP to exceed its treatment capacity, and impacts would be less than significant.

Stormwater Drainage

The project would maintain existing natural drainage pathways and hydrologic features. Surface water runoff during project operation would be managed via a partial retention bioswale located on the northern edge of the project site and a BMP planter located at the southwestern corner of the project site. The required installation of the proposed drainage features are included as part of the project and would not result in any physical environmental effects beyond those identified in this IS. Impacts related to stormwater drainage facilities would be less than significant.

Electric Power

The project would connect to the existing SDG&E electrical distribution facilities and would not require the construction of new electrical facilities. Impacts would be less than significant.

Natural Gas

The project would connect to the existing SDG&E gas distribution facilities and would not require the construction of new natural gas facilities. Impacts would be less than significant.

Telecommunication

The City is currently supplied with telecommunications services through a variety of providers, such as AT&T, Cox, Spectrum, and other independent telephone, cable, and internet companies. The project site is currently served by various telecommunication facilities and would not require new telecommunication facilities. Impacts would be less than significant.

b. Less Than Significant Impact

The City obtains domestic water from CAW who is supplied by the City of San Diego. In 2020, the City of San Diego delivered 154,473 acre-feet per year (AFY) of water to its service area, consisting of 145,388 AFY to retail customers and 9,085 AFY (6 percent of the total delivery) to wholesale customers. The City of San Diego's 2020 Urban Water Management Plan projected that the normal year water demand forecast for wholesale water would be 11,518 AFY from 2025 to 2045 planning period, representative of approximately 5 to 6 percent of the total water demand for PUD, which ranged from 202,865 AFY in 2025 to 228,068 AFY in 2045. The 2020 UWMP concluded that there is adequate water supply to support the retail and wholesale water demand for normal, dry, and multiple dry years with conservation (CDM Smith 2021).

The project site is currently developed with two office buildings, and water service is provided by CAW. The proposed synagogue would not result in a substantial water supply increase in comparison to the existing office use. In addition, the project would be required to comply with CMC, Section 64.06, which outlines the City's Water-Efficient Landscape regulations, to reduce water use.

Therefore, water demand from the project would be consistent with the 2020 UWMP, and impacts related to water supplies would be less than significant.

c. Less Than Significant Impact

The City's Wastewater Division provides wastewater services to the project area. As discussed under Section 4.19.a, wastewater from the City is conveyed to be treated at the City of San Diego's PLWTP. The PLWTP has a maximum capacity of 240 mgd of wastewater. Currently, the plant treats an average of 175 mgd (City of San Diego 2024). The project would not result in wastewater production that would cause the PLWTP to exceed its 240 mgd capacity. Impacts would be less than significant.

d. Less Than Significant Impact

Solid waste disposal for the project would be provided by EDCO. The project site is currently served by EDCO and is not expected to result in a substantial increase in solid waste compared to the existing office use. AB 341 requires cities and counties to implement recycling programs, reduce refuse at the source, and compost waste to achieve the established 75 percent diversion of solid waste from landfills. The City offers a variety of programs to encourage recycling and waste reduction, including the Mandatory Commercial Organics Recycling, the Mandatory Business/Commercial Recycling, and the Recycle More at Home Programs. Diversion of recyclable waste generated by the project would reduce the amount of waste disposed at the landfills that serve the City. The project would be required to comply with the City's efforts in reducing solid waste and solid waste regulations at the state level. Therefore, impacts would be less than significant.

e. Less Than Significant Impact

As described in Section 4.19.d, the project is not expected to result in solid waste production that would exceed the existing office use. The project would also comply with the City's programs to encourage recycling and waste reduction, including the Mandatory Commercial Organics Recycling, the Mandatory Business/Commercial Recycling, and the Recycle More at Home Programs. Therefore, the project would comply with federal, state, and local statutes and regulation related to solid waste, and impacts would be less than significant.

4.20 Wildfire

Would the proposed 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?	☐	☐	☒	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

EXPLANATIONS:

CALFIRE is responsible for designating FHSZs within the SRA throughout California. FHSZs are geographical areas with an elevated risk for wildfire hazard. The SRA is the area for which the state assumes financial responsibility for fire suppression and protection. CALFIRE also creates recommended maps for very high FHSZs within the Local Responsibility Areas, which are then adopted, or modified and adopted, by local jurisdictions. Development within an SRA is required to abide by specific development. A review of the CALFIRE FHSZ maps and data revealed that the project site is not located within an SRA or a very high FHSZ (CALFIRE 2024).

a. Less Than Significant Impact

State Routes 75 and 282 are the primary transportation routes for regional emergency response and evacuation within the City. During construction of the project, temporary construction and staging areas would be located within the boundaries of the project site. Therefore, impacts associated with an emergency response plan or emergency evacuation plan would be less than significant.

b. No Impact

As previously mentioned, the project site is not located within an SRA or a very high FHSZ (CAL FIRE 2024). Furthermore, the project site is surrounded by existing development in an urbanized portion of the City away from any urban-wildland interface. Therefore, no impacts associated with wildland fire hazards would occur.

c. Less Than Significant Impact

The project does not propose the installation of associated infrastructure such as roads, fuels breaks, emergency water sources, or power lines. Therefore, impacts associated with the installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment would be less than significant.

d. Less Than Significant Impact

The project would not alter any natural waterways or drainages. The minor additional impervious surfaces associated with implementation of the project would be negligible and would not cause a substantial change in the volume of surface runoff or cause an increase in flooding or landslides. Furthermore, the project is not located within a designated high risk or special flood hazard area. Therefore, impacts would be less than significant.

4.21 Mandatory Findings of Significance

Does the proposed 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?	☐	☒	☐	☐

Issue	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☒	☐	☐
c. Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

EXPLANATIONS:

a. Potentially Significant Unless Mitigation Incorporated

As discussed in Section 4.5, Cultural Resources, the project would involve excavation to accommodate the proposed basement, which could subsurface archaeological resources. Implementation of mitigation measure CUL-1 would reduce the potential for the project to result in a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 to a less than significant level. In addition, as discussed in Section 4.7, Geology and Soils, the project site is within the Bay Point Formation which is assigned as a high paleontological resource sensitivity area. As such, construction of the project has the potential to uncover potentially sensitive paleontological resources. Mitigation measure GEO-1 would be required to mitigate potential impacts to paleontological resources resulting from construction activities within the Bay Point Formation to a less than significant level. The project would not substantially degrade the quality of the environment, impact fish or wildlife species, or plant communities. Overall, impacts would be less than significant with the incorporation of mitigation.

b. Potentially Significant Unless Mitigation Incorporated

As provided in the analysis presented in this IS, the project would not result in significant impacts regarding aesthetics, agriculture and forestry resources, air quality, biological resources, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, and wildfire. Mitigation measures identified in this IS for cultural resources, geology and soils and noise would reduce impacts to below a level of significance.

The project would incrementally contribute to cumulative impacts for projects occurring within the vicinity of the project site. With mitigation, however, implementation of the project would not result in any residually significant impacts that could contribute to a cumulative impact. In the absence of residually significant impacts, the incremental accumulation of effects would not be cumulatively considerable and would be less than significant.

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

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APPENDICES

Under Separate Cover