Draft
Environmental Impact Report for the National City CarMax Project

National City, California

SCH #2016111035

November 2020

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List of Abbreviated Terms

°F	degrees Fahrenheit
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACC	Advanced Clean Cars
ac-ft	acre-feet
ADT	average daily trips
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above mean sea level
AQIA	Air Quality Impact Analysis
AUL	activity and use limitations
Basin Plan	Water Quality Control Plan for the San Diego Basin
BAU	business as usual
BMO	Biological Mitigation Ordinance
BMP	Best Management Practices
BP	Before Present
BSA	biological study area
BTU	British thermal units
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CAGN	Coastal California Gnatcatcher
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CED	California Energy Demand
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFGC	California Fish and Game Code
CFO	Clean Fuels Outlet
CFR	Code of Federal Regulations
cfs	Cubic feet per second
City	City of National City
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	community noise equivalent level
CNPS	California Native Plant Society

CO	carbon monoxide
County	County of San Diego
CPUC	California Public Utilities Commission
CREC	Controlled recognized environmental condition
CRHR	California Register of Historic Resources
CS	Service Commercial
CUP	Conditional Use Permit
CWA	Clean Water Act
dB(A)	A-weighted decibel
DEH	Department of Environmental Health
DPM	Diesel particulate matters
EIR	Environmental Impact Report
EMS	Energy Management System
EO	Executive Order
ESA	Environmental Site Assessment
GHG	greenhouse gas
GLA	Glenn Lukos and Associates
gpm	Gallons per minute
GWP	global warming potential
HA	hydrologic areas
HCM	Highway Capacity Manual
HMP	Habitat Management Plan
HREC	Historical Recognized Environmental Conditions
HU	hydrologic units
HVAC	heating, ventilation, and air conditioning
I-805	Interstate 805
ICLEI	International Council on Environmental Initiatives
IPCC	Intergovernmental Panel on Climate Change
IRWMP	Integrated Regional Water Management Plan
ITE	Institute of Transportation Engineers
JPA	Joint Powers Authority
JRMP	Jurisdictional Runoff Management Program
JURMP	Jurisdictional Urban Runoff Management Program
kWh	kilowatt hour
LBV	Least Bell's vireo
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Program
L_{eq}	hourly equivalent sound level
LEV	low emissions vehicle
LEV III	low emission vehicle III
LID	Low impact development
LOS	level of service
LTPP	Long-Term Procurement Plan
LUC	Land Use Code
MBTA	Migratory Bird Treaty Act
mgd	Million gallons per day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MMT CO_2E	million metric tons of carbon dioxide equivalent

mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MS4	municipal separate storm sewer system
MSCP	Multiple Species Conservation Program
MT CO_2E	metric tons carbon dioxide equivalent
MW	megawatt
MXD-2	Major Mixed-Use District
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NAS	Naval Air Station
NCCP	Natural Community Conservation Planning
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NOx	nitrous oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWR	National Wildlife Refuge
OSHA	Occupational Safety and Health Administration
PLWTP	Point Loma Wastewater Treatment Plant
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PRC	public resources code
RAQS	Regional Air Quality Strategy
REC	recognized environmental condition
RES	Regional Energy Strategy
ROG	Reactive organic gases
ROW	right-of-way
RPS	Renewables Portfolio Standard
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SANTEC	San Diego Traffic Engineers' Council
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SBID	South Bay Irrigation District
SCAQMD	South Coast Air Quality Management District
SCIC	South Coast Information Center
SDAB	San Diego Air Basin
SDAPCD	San Diego County Air Pollution Control District
SDCWA	San Diego County Water Authority
SDG&E	San Diego Gas & Electric
SIP	State Implementation Plan
SO_2	sulfur dioxide
SR-54	State Route 54
SSMP	Sewer System Management Plan
SUSMP	Standard Urban Storm Water Management Plan
SWFL	Southwestern willow flycatcher
SWPPP	Storm Water Pollution Prevention Plan

SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
TCM	Transportation Control Measure
TIA	Traffic Impact Analysis
TMDLs	Total Maximum Daily Loads
U.S. EPA	United States Environmental Policy Act
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service
UST	Underground storage tank
VMT	Vehicles miles traveled
WURMP	Watershed Urban Runoff Management Program
ZEV	zero emission vehicle

Executive Summary

S.1 Project Synopsis

This summary provides a brief synopsis of: (1) the proposed National City CarMax Project (project), (2) the results of the environmental analysis contained within this draft Environmental Impact Report (EIR), (3) the alternatives to the project that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

S.1.1 Project Location and Setting

The project site is located in southwestern San Diego County within the City of National City (City). Regional access to the project site is provided by Interstate 805 (I-805) which is located west of the project site and State Route 54 (SR-54) located adjacent to the northern boundary of the project site. The project site would be accessed by two public access driveways and one restricted access driveway that would connect to Plaza Bonita Road.

The project site is situated along the Sweetwater River channel and is bordered to the west by I-805, to the north by SR-54 and Sweetwater Road, to the east by Plaza Bonita Road and Westfield Plaza Bonita Mall, and to the south by the vegetated channel of the Sweetwater River. The project site would consist of two distinct pieces of land: The 15.08-acre project parcel (assessor's parcel number 564-471-11) and the 2.90-acre Offsite Area. The proposed CarMax facility and earthen channel would be constructed on the 15.08-acre project parcel, while the 2.90-acre Offsite Area consists of California Department of Transportation (Caltrans) and City right-of-way (ROW) that would be temporarily impacted during construction.

S.1.2 Project Objectives

The following are the primary objectives for the project:

1. Develop an economically viable automobile sales (CarMax) facility that would provide additional commercial opportunities for the City and the San Diego region.

2. Generate revenue for the City through sales tax and property tax.
3. Increase commercial activity at the Westfield Plaza Bonita Mall and surrounding area by introducing a new commercial use nearby.
4. Develop a project that is architecturally compatible with the surrounding properties.

S.1.3 Project Description

The project would construct a CarMax pre-owned automobile dealership, service building and non-public carwash with associated access drives, parking lots and landscaped areas within approximately 7.19 acres on the project parcel. The CarMax facility buildings would total approximately 18,774 square feet and include 157 parking spaces for customers and employees. The CarMax facility would also include 401 vehicle stalls in a sales inventory lot, and the facility reserves 0.9 acre for vehicle staging where cars are stored while waiting to be serviced.

The project proposes two public access driveways and one restricted access driveway that would connect to Plaza Bonita Road. The first public access driveway would be the main CarMax entrance and would be centered on the project frontage along Plaza Bonita Road. The second public access driveway would be located at the southern end of the project frontage along Plaza Bonita Road, closer to Sweetwater River. The restricted access driveway would be located at the northern end of the project frontage along Plaza Bonita Road. This restricted access driveway would be located immediately northeast of the Westfield parking access roadway connection to Plaza Bonita Road on the other side of the roadway. This restricted access driveway would be limited to use by CarMax employees and vehicle test drives. Emergency access would be provided within the internal project access roads as required by the local fire department. The project would also make frontage improvements along Plaza Bonita Road to add a sidewalk, and would relocate an existing sewer line that traverses the project site into the centerline of Plaza Bonita Road.

The project would recontour and redirect approximately 2,012 linear feet of the unnamed creek located on the project parcel by constructing an earthen channel that would traverse the northwestern boundary of the property. This earthen channel would connect to the existing storm drain that outlets to the Sweetwater River. The project would construct a storm water conveyance system that would consist of a modular wetland system, underground storage system, green street vegetated swale, and conveyance pipes that would collect storm water and manage flowrates. The modular wetland system, underground storage system, and green street vegetated swale would include filtration components to treat stormwater before discharging to the earthen channel or infiltrating to groundwater. The project would also relocate existing water and sewer facilities that traverse the project site into the centerline of Plaza Bonita Road.

The project would require the following discretionary actions:

1. General Plan Amendment to change the existing land use designation of the CarMax portion of the project site from Major Mixed-Use to Service Commercial. The proposed

General Plan Amendment would also change the existing land use designation of the earthen channel portion of the project parcel and the Offsite Area from Major Mixed-Use to Open Space.

2. Rezone to change the existing zoning designation of the CarMax portion of the project site from Major Mixed-Use District (MXD-2) to Service Commercial (CS). The Rezone would also change the existing zoning designation of the earthen channel portion of the project parcel and the Offsite Area from MXD-2 to Open Space (OS).
3. Land Use Code Amendment to allow auto sales in the CS zone subject to approval of a Conditional Use Permit.
4. Tentative Parcel Map to subdivide the project parcel into two separate parcels for the CarMax Facility and the earthen channel.
5. Conditional Use Permit to allow development of the CarMax facility.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, located at the end of this section, summarizes the significant environmental effects identified during the environmental analysis completed for the project and the mitigation measures that would reduce or avoid the environmental effects, with a conclusion as to the significance of the impact after mitigation. The mitigation measures listed in Table S-1 are also discussed within each applicable section of this EIR.

After analysis, potentially significant impacts requiring mitigation were identified for biological resources, cultural and tribal cultural resources, noise, and paleontological resources. The environmental analysis concluded that all potentially significant impacts associated with these issue areas would be avoided or reduced to below a level of significance through implementation of recommended mitigation measures.

S.3 Areas of Controversy

Areas of controversy associated with the project primarily relate to the suitability of the site for the proposed development, impacts to the biological and wetland resources on-site, and proposed improvements to the drainage channel.

S.4 Issues to be Resolved by the Decision-Making Body

The City will need to decide in a public hearing if the significant impacts associated with the environmental issues related to biological resources, cultural and tribal cultural resources, and paleontological resources have been fully mitigated to below a level of significance. The City will also decide, if the project conforms to regulations and policies, such as those in the

General Plan and the City's Municipal Code. Lastly, the City will determine whether any alternative might meet the key objectives of the project while reducing its environmental impact.

S.5 Project Alternatives

To fully evaluate the environmental effects of projects, the California Environmental Quality Act (CEQA) mandates that alternatives to the project be analyzed. Section 15126.6 of the CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

The alternatives identified below are intended to reduce or avoid significant environmental effects of the project. The EIR addresses Alternatives Considered but Rejected, No Project/No Development Alternative, and a Reduced Development Alternative. Each major issue area included in the impact analysis of this EIR has been given consideration in the alternatives analysis. Alternatives to the project are evaluated in full in Chapter 9 of this EIR.

S.5.1 Alternatives Considered but Rejected

Two alternatives to the project were considered but rejected. Among factors used to eliminate alternatives from detailed consideration in the EIR is failure to meet most of the basic project objectives or inability to avoid significant environmental effects.

S.5.1.1 Alternate Location Alternative

An Alternate Location Alternative was considered by the City. Under this alternative, an alternate site would be developed to avoid all potentially significant impacts. This alternative was rejected because no other City-owned properties were identified that could accommodate the project while meeting major project objectives. Development of a non-City owned project site would not meet one of the main project objectives of providing financial benefit to the City through lease revenue. This alternative was not considered for further analysis.

S.5.1.2 Project with Hotel Alternative

Development of a CarMax facility with a hotel on the project site was considered as an alternative. This alternative would require a general plan amendment, rezone, and conditional use permits, as well as expanding the land use code amendment to include hotel uses. This alternative would require development of structures and parking on the project site, similar to the project. The development footprint and grading requirements would be larger than the project. Biological resource impacts would be greater due to the larger grading footprint. Aesthetics impacts would be similar due to the conversion of an undeveloped site

to residential and commercial uses. The potential for impacts to unknown cultural and tribal cultural resources and paleontological resources would likely be similar.

However, this alternative was eliminated from further review because mitigation requirements for the larger footprint were considered infeasible. This alternative proposed mitigation that included on-site creation of an channel and additional onsite enhancement. Preliminary coordination with wildlife agencies determined that this proposed mitigation strategy would not be acceptable, and the increased mitigation requirements proposed by the wildlife agencies were considered infeasible.

S.5.1.3 No Project/Plan and Zone Consistent Alternative

Development of a mixed use residential and commercial facility on the project site was considered as an alternative that would be consistent with the existing Plan and Zone and would not require a General Plan Amendment, Rezone, Land Use Code Amendment, or Conditional Use Permit. This alternative was eliminated from further review because it would not meet the main project objectives of developing an economically viable automobile sales (CarMax) facility or providing tourist opportunities through development of a hotel.

S.5.2 Alternatives Considered

S.5.2.1 No Project/No Development Alternative

The No Project/No Development Alternative would maintain the site in its current undeveloped condition and would be equivalent to the existing environmental setting. This alternative would avoid the project's potentially significant impacts associated with biological resources, cultural and tribal cultural resources, noise, and paleontological resources. While adoption of the No Project/No Development Alternative would maintain the existing undeveloped condition of the site and avoid impacts associated with the project (as described throughout Chapter 4), none of the project objectives would be attained.

S.5.2.2 Reduced Development Alternative

The Reduced Development Alternative would construct a reduced size CarMax facility and the earthen channel. Impacts associated with the Reduced Development Alternative would be less than those associated with the project for the issues of aesthetics, air quality, energy, greenhouse gases, hydrology and water quality, noise, transportation, and utilities and services systems. The project's significant impacts associated with biological, cultural and tribal cultural resources, and paleontological resources would still occur under this alternative, but would be slightly reduced due to the smaller project footprint. All other impacts under the Reduced Development Alternative would be the same as the project.

S.5.3 Environmentally Superior Alternative

The Reduced Development Alternative is selected as the environmentally superior alternative due to its ability to reduce the severity of impacts to biological resources, cultural

and tribal cultural resources, and paleontological resources. The Reduced Development Alternative would also reduce impacts related to aesthetics, air quality, energy, greenhouse gases, hydrology and water quality, noise, transportation, and utilities and services systems compared to the project. All other project impacts associated with this alternative would be less than significant, the same as the project. However, the Reduced Development Alternative would not completely meet all project alternatives. The Reduced Development Alternative would only partially meet the objectives of developing an economically viable automobile sales (CarMax) facility that would provide additional commercial opportunities for the City and the San Diego region, generating revenue for the City through sales tax and property tax, and increasing commercial activity at the Westfield Plaza Bonita Mall and surrounding area by introducing new commercial use nearby. The reduced size of the CarMax facility would not achieve these objectives to the same degree as the project due to reduced volume of sales and reduced commercial activity that would occur under the Reduced Development Alternative.

Table S-1
Summary of Significant Environmental Effects and Mitigation Measures

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level After Mitigation
BIOLOGICAL RESOURCES			
Would the project result in a substantial adverse impact, either directly or through habitat modifications, to 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)?	The project would impact 1.39 acres of riparian woodland habitat that may function as suitable habitat for least Bell's vireo and coastal California gnatcatcher. Additionally, this riparian woodland habitat is located near the cattail marsh habitat where light-footed Ridgway's rail was observed. Furthermore, due to the time that has passed since the original protocol surveys in 2015 and 2017, it is possible that the presence or absence of SWFL, LBV, CAGN, and light-footed Ridgway may have changed. Consequently, the Draft EIR has assumed presence of all four species. Therefore, the project will conduct updated protocol-level surveys during the spring prior to construction to confirm presence or absence of these species. Direct and indirect impacts to habitat that may support southwestern willow flycatcher, least Bell's vireo, coastal California gnatcatcher, and light-footed Ridgway's rail would be potentially significant. The project may impact the nesting success of tree-nesting raptors if grading, vegetation clearing, and/or noise generating activities such as construction are conducted during the breeding season for these taxa (February 15–August 31). Such impacts could result in removal of active nests of tree-nesting birds or raptors or disruption in breeding success due to disturbance of breeding behaviors. These impacts would be potentially significant.	**MM-BIO-1 Habitat Restoration & Habitat Mitigation and Monitoring Plan** Impacts to wildlife species and sensitive habitats would be mitigated through restoration and revegetation of native habitat within the channel area of the project site. The following habitats and acreages would be created: • 1.33 acres of arroyo willow thickets habitat • 1.44 acres of coastal sage scrub • 2.62 acres of cattail marshes • 0.46 acre of mule-fat thickets All non-native habitat within the channel area would be revegetated with native plant species. Because the channel area currently supports non-native and disturbed vegetation, there would be a net gain of 2.80 acres of native habitat following habitat restoration. In order to ensure successful revegetation/creation of self-sustaining riparian and upland habitats, a Habitat Mitigation and Monitoring Plan shall be prepared to ensure the ecological functions and values of the impacted habitats are restored. The Habitat Mitigation and Monitoring Plan shall include: • Sufficient restoration or creation of habitat to fulfill the mitigation obligations. • The planting plan shall be designed to ensure that the appropriate restored/created habitat is suitable for the coastal California gnatcatcher and least Bell's vireo, and allows for wildlife movement (e.g., appropriate width and vegetative cover). • The planting design shall also include adequate wetland buffers as determined in consultation with the agencies. • A native planting palette appropriate for each vegetation type being mitigated and appropriate to local conditions. No non-native plant species shall be planted in the project site. • Irrigation for upland and wetland habitat types for the first two to three years following installation. Irrigation is to be removed during the final 2 years of restoration to ensure that the habitat is self-sustaining. • A 120-day plant establishment period plus five year restoration maintenance period (or until success criteria are met). • Qualitative and quantitative monitoring methods to ensure that success criteria are met. • Five year maintenance methods. • Success criteria for establishment period and years 1–5. • Responsibilities and qualifications of restoration and maintenance contractor(s) and restoration ecologist. **MM-BIO-2 Protocol and Pre-construction Surveys** To avoid and minimize impacts to nesting birds and raptors, vegetation removal and grading shall occur outside of the nesting bird season (February 1 through August 31). If the breeding season cannot be avoided, the following measures shall be implemented in coordination with the CDFW and USFWS: 1. Updated protocol-level surveys for light-footed Ridgway's rail, southwestern willow flycatcher, coastal California gnatcatcher, and least Bell's vireo will occur during the spring prior to the start of construction to determine the presence or absence of these species. If any of these species are determined to be present, additional avoidance and minimization measures would be implemented consistent with bullets 2 and 3 below.	Less than Significant

Table S-1
Summary of Significant Environmental Effects and Mitigation Measures

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level After Mitigation
		2. During the avian breeding season, a qualified Project Biologist shall conduct a preconstruction avian nesting survey no more than 3 days prior to vegetation disturbance or site clearing. If there is a break of 5 days or more in construction activities during the breeding season, a new nesting bird survey shall be conducted before these activities begin again. 3. The preconstruction survey shall cover all reasonably potential nesting locations on and within 300 feet of the proposed construction activities areas, including off-site areas. If an active nest is found during the preconstruction avian nesting survey, a qualified Project Biologist shall implement a 300-foot minimum avoidance buffer for light-footed Ridgway's rail, southwestern willow flycatcher, coastal California gnatcatcher, least Bell's vireo, and other passerine birds, and a 500-foot minimum avoidance buffer for all raptor species. The nest site area shall not be disturbed until the nest becomes inactive or the young have fledged. **MM-BIO-3 Construction Activities Oversight** A qualified Biologist shall be responsible for monitoring the limits of construction activity, mitigation measures, design considerations, and project conditions during all phases of the project. The Project Biologist shall conduct the following: 1. Attend the preconstruction meeting with the contractor and other key construction personnel prior to clearing, grubbing, or grading. 2. Conduct worker training prior to all phases of construction; this shall include meetings with the contractor and other key construction personnel to explain the importance of restricting work to designated areas prior to clearing, grubbing, or grading. Discussions shall include procedures for minimizing harm to or harassment of wildlife encountered during construction activities prior to clearing, grubbing, and/or grading. 3. Conduct pre-construction clearance surveys to detect the presence of nesting birds and sensitive terrestrial wildlife species, such as coast horned lizard, orange-throated whiptail, and two-striped garter snake. 4. Be present on-site to monitor initial vegetation clearing, grubbing, and grading to ensure that mitigation measures are being appropriately followed. 5. Periodically monitor the limits of construction as needed to ensure that the construction boundaries are marked and not breached. 6. Prepare a post-construction monitoring report for submittal to the City. The report shall substantiate the supervision of the clearing, grubbing, and/or grading activities, and shall provide a final assessment of biological impacts.	
Would the project result in a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	Project grading, clearing, and other construction-related activities would result in temporary and permanent impacts to sensitive riparian habitats that would consist of 0.73 acres of arroyo willow thickets, 0.07 of cattail marsh, 0.02 acre of coyote brush scrub, 0.07 acre of mule fat thickets, 0.07 acre of San Diego sunflower scrub, and 0.08 acre of sycamore trees. These impacts would be potentially significant.	See mitigation measures MM-BIO-1 and MM-BIO-3 above.	Less than Significant

Table S-1
Summary of Significant Environmental Effects and Mitigation Measures

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level After Mitigation
Would the project result in a substantial adverse impact on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	The project would impact would impact 1.23 acres of USACE/RWQCB non-wetland waters, 1.68 acres of waters of the State under RWQCB jurisdiction, and 2.49 acres of CDFW jurisdictional waters. These impacts would be potentially significant.	**MM-BIO-4 Wetlands Restoration** Impacts to jurisdictional wetlands and waters shall be mitigated onsite by constructing a 4.39-acre earthen channel traversing the northwestern boundary of the project site and connecting to the existing storm drain that outlets to the Sweetwater River. This earthen channel shall recontour and redirect approximately 2,012 linear feet of the unnamed creek, preserve the existing drainage pattern and jurisdictional wetlands and waters resources where feasible, and mitigate temporary and permanent impacts through compensatory mitigation. Direct impacts on jurisdictional wetlands and waters shall be mitigated through implementation of the Habitat Mitigation and Monitoring Plan described in MM-BIO-1, resulting in habitat creation and restoration of higher quality than the habitat that is being impacted. Up to 0.49 acre of waters of the U.S. and an additional 0.60 acre of waters of the State is proposed for rehabilitation. Additionally, a total of 1.22 acres of CDFW jurisdictional waters is also proposed for rehabilitation. Restoration credits are proposed for the remainder of the restored channel. Up to 4.04 acres of waters of the U.S. and State and up to 4.72 acres of CDFW jurisdictional waters will be re-established. Mitigation may also be in the form of restoration and enhancement credits at an Approved Mitigation Bank. Final mitigation requirements will be determined through the approval process with the resource agencies.	Less than Significant
CULTURAL RESOURCES			
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	The potential exists for earth work activities to unearth unknown archaeological and tribal cultural resources during construction. Discovery of archaeological or tribal cultural resources during construction would potentially result in a significant impact.	**CUL-1: Archaeological Monitoring** An archaeological resources monitoring program shall be implemented, which shall include the following: 1. Prior to issuance of a grading permit, the applicant shall provide written verification to the City of National City that a qualified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the City. The City, prior to any preconstruction meeting, shall approve all persons involved in the monitoring program. 2. The qualified archaeologist and a Native American representative shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program. 3. During the original cutting of previously undisturbed deposits, the archaeological monitor(s), including a Native American monitor, shall be on-site full time to perform inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and any discoveries of prehistoric artifacts and features. 4. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed. 5. In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the City project manager at the time of discovery. The archaeologist, in consultation with the project manager for the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency, then carried out using professional archaeological methods.	Less than Significant

Table S-1 Summary of Significant Environmental Effects and Mitigation Measures			
Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level After Mitigation
		6. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis. 7. All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. 8. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Parks and Recreation (DPR) Primary and Archaeological Site Forms. 9. In the event of the discovery or recognition of any human remains, protocols and procedures noted in the Public Resources Code Section 5097.98, the California Government Code Section 27491, the Health and Safety Code Section 7050.5, and the County of San Diego Historical Resources Guidelines for the treatment of human remains encountered at archaeological sites will be followed, as summarized below: a. There shall be no further excavation or disturbance of the burial location and a reasonable distance around the burial until: i. A City official is contacted; ii. The coroner is contacted to determine that no investigation of the cause of death is required; and iii. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours. The NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD may make recommendations to the landowner or the City regarding the excavation work. b. Native American human remains and associated funerary items that are removed from the project area of potential effect may be reburied at a location mutually agreed upon by the City, the project applicant/developer, and the MLD. If reinternment of human remains cannot be accomplished at the time of discovery, the MLD shall either take temporary possession of the remains or identify a location for the temporary, but secure, storage of the remains. c. For the purposes of this document, human remains are defined as: i. Cremations including the soil surrounding the deposit; ii. Interments including the soil surrounding the deposit; or iii. Associated funerary items.	
PALEONTOLOGICAL RESOURCES			
Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Excavation activities within the portions of the project site underlain by areas assigned a high paleontological sensitivity would have the potential to unearth unknown paleontological resources. Similarly, project grading within areas assigned a high paleontological sensitivity would also have the potential to	**PAL-1: Paleontological Monitoring** 1. Monitoring Plan Prior to any grading on any portion of the project site, a qualified paleontologist shall be retained by the City of National City (City) to prepare a Monitoring Plan. A qualified	Less than Significant

Table S-1
Summary of Significant Environmental Effects and Mitigation Measures

Environmental Issue	Results of Impact Analysis	Mitigation Measure	Impact Level After Mitigation
	unearth unknown paleontological resources. Discovery of paleontological resources during construction would potentially result in significant impact.	paleontologist is an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques. No grading permits shall be issued until the monitoring plan has been approved by the Planning Director. 2. Pre-Grading Conference and Paleontological Monitor a. A qualified paleontological monitor shall be present at a pre-grading conference with the developer, grading contractor, and the environmental review coordinator. The purpose of this meeting will be to consult and coordinate the role of the paleontologist in the grading of the site. A qualified paleontologist is an individual with adequate knowledge and experience with fossilized remains likely to be present to identify them in the field and is adequately experienced to remove the resources for further study. b. A paleontologist or designate shall be present during those relative phases of grading as determined at the pre-grading conference. The monitor shall have the authority to temporarily direct, divert or halt grading to allow recovery of fossil remains. At the discretion of the monitor, recovery may include washing and picking of soil samples for micro-vertebrate bone and teeth. The developer shall authorize the deposit of any resources found on the project site in an institution staffed by qualified paleontologists as may be determined by the Planning Director. The contractor shall be aware of the random nature of fossil occurrences and the possibility of a discovery of remains of such scientific and/or educational importance which might warrant a long-term salvage operation or preservation. Any conflicts regarding the role of the paleontologist and/or recovery times shall be resolved by the Planning Director. 3. Fossil Recovery and Curation a. If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site. b. Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged. c. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall either be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum or retained by the City and displayed to the public at an appropriate location such as a library or City Hall. 4. Monitoring Report Prior to occupancy of any buildings a paleontological monitoring report shall be submitted to the Planning Director. This report shall describe all the materials recovered and provide a tabulation of the number of hours spent by paleontological monitors on the site.	

1

Chapter 1
Introduction

This Environmental Impact Report (EIR) addresses the potential environmental effects of the proposed National City CarMax Project (project) and has been prepared by the City of National City (City) in compliance with the California Environmental Quality Act (CEQA) and Guidelines (Public Resources Code, Section 21000, et seq. and California Code of Regulations, Title 14, Section 15000, et seq.).

The project site is located in southwestern San Diego County within the City. The project site is situated along the Sweetwater River channel and is bordered to the west by Interstate 805, to the north by State Route 54 and Sweetwater Road, to the east by Plaza Bonita Road and Westfield Plaza Bonita Mall, and to the south by the vegetated channel of the Sweetwater River. The project site would consist of two distinct pieces of land: The 15.08-acre project parcel (assessor's parcel number 564-471-11) and the 2.90-acre Offsite Area. The proposed CarMax facility and earthen channel would be constructed on the 15.08-acre project parcel, while the 2.90-acre Offsite Area consists of California Department of Transportation (Caltrans) and City right-of-way that would be temporarily impacted during construction.

On the project parcel, the project proposes to construct a CarMax pre-owned automobile dealership, service building, non-public carwash, a customer/employee parking lot, a sales inventory lot, a staging lot, two public access driveways, one restricted access driveway, and landscaped areas within approximately 7.19 acres. The CarMax facility buildings would total approximately 18,774 square feet and include 157 parking spaces for customers and employees. The CarMax facility would also include 401 vehicle stalls in a sales inventory lot, and the facility reserves 0.9 acre for vehicle staging where cars are stored while waiting to be serviced. The project would also make frontage improvements along Plaza Bonita Road to add a sidewalk, and would relocate an existing sewer line that traverses the project site into the centerline of Plaza Bonita Road. Additionally, the project would recontour and redirect approximately 2,012 linear feet of the unnamed creek located on the project parcel by constructing an earthen channel that would traverse the northwestern boundary of the property. A tentative parcel map is proposed to subdivide the project parcel into two lots so that the CarMax facility and the earthen channel would be on separate parcels.

The project includes a General Plan Amendment and Rezone to change the existing land use designation and zoning of the CarMax portion of the project parcel from the Major Mixed-

Use designation and Major Mixed-Use District (MXD-2) zone to the Service Commercial land use designation and zone. The proposed General Plan Amendment and Rezone would also change the existing land use designation and zoning of the earthen channel portion of the project parcel and the Offsite Area from the Major Mixed-Use designation and the MXD-2 zone to the Open Space land use designation and zone.

Discretionary actions required to implement the project include the following:

- General Plan Amendment
- Rezone
- Land Use Code Amendment
- Tentative Parcel Map
- Conditional Use Permit

1.1 EIR Purpose and Intended Uses

The EIR is informational in nature and is intended for use by City decision makers, other agencies, and the public in evaluating the potential environmental effects, mitigation measures, and alternatives of the project.

By recognizing the environmental impacts of the project, decision makers will have a better understanding of the physical and environmental changes that would accompany approval of the project. The EIR includes recommended mitigation measures which, when implemented, would lessen or avoid significant effects of the project, whenever feasible. Alternatives to the project are presented that could further reduce or avoid significant impacts associated with the project.

1.2 EIR Legal Authority

1.2.1 Lead Agency

The City is the Lead Agency for the project pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency that has the principal responsibility and authority for carrying out or approving the project. As Lead Agency, National City conducted a preliminary review of the project and determined that an EIR was required. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the project. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state

agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California.

Implementation of the project would require consultation with the following Responsible and Trustee Agencies, as described below.

California Department of Transportation (Caltrans): Caltrans manages California's highway and freeway lanes, provides inter-city rail services, permits public-use airports and special-use hospital heliports, and works with local agencies. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under, or over the state highway right-of-way. Authority for Caltrans to control encroachments within the state highway right-of-way is contained in the California Streets and Highways Code starting with Section 660. A Caltrans encroachment permit is required for project implementation.

Native American Heritage Commission (NAHC): The NAHC is a state of California Trustee Agency for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code Section 21070. Government Code Section 65352.3 requires local governments to consult with California Native American tribes identified by the NAHC for the purpose of protecting and/or mitigating impacts to cultural places when general plans or specific plans are amended.

San Diego County Air Pollution Control District (SDAPCD): The County of San Diego (County) Board of Supervisors sits as the Board of the SDAPCD, which is an agency that regulates sources of air pollution within the County. This is accomplished through an integrated monitoring, engineering, and compliance operation, each of which is a separate division within the SDAPCD, and each is designed to protect the public from the adverse impacts of polluted air. The SDAPCD would be responsible for issuing permits for construction and operation of the project.

San Diego Regional Water Quality Control Board (RWQCB): The San Diego RWQCB regulates water quality through the Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CA 0108758, which consists of wastewater discharge requirements. The RWQCB would be both a Responsible and Trustee Agency, as it has discretionary approval power over the project and holds regional water quality in its trust through the NPDES compliance review process.

United States Army Corps of Engineers (USACE): The USACE regulates the discharge (temporary or permanent) of dredged or fill material into waters of the U.S., including wetlands, pursuant to Section 404 of the Clean Water Act. A discharge of fill material includes, but is not limited to, grading, placing riprap for erosion control, pouring concrete, laying sod, and stockpiling excavated material into waters of the U.S.. USACE is also responsible for granting permission for the alteration, occupation, or use of a USACE civil works project under Section 14 of the Rivers and Harbors Act of 1899 and codified in 33 United States Code 408 (commonly referred to as "Section 408") if it is determined that the activity will not be injurious to the public interest and will not impair the usefulness of the project.

United States Fish and Wildlife Service (USFWS): Acting under the federal Endangered Species Act (ESA), the USFWS is responsible for ensuring that an action is not likely to jeopardize the continued existence of listed species or modify their critical habitat. Accordingly, the USFWS would provide input to the USACE as part of the Section 404 process. Additionally, the project is required to submit to a formal consultation with USFWS to assess potential impacts to listed species (including plants) or its critical habitat as the result of a development project, pursuant to Sections 7 and 10 of the federal ESA. USFWS may issue an incidental take statement, following consultation and the issuance of a Biological Opinion, which allows for take of the species that is incidental to another authorized activity, provided that the action will not adversely affect the existence of the species.

California Department of Fish and Wildlife (CDFW): The CDFW has the authority to reach an agreement with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et seq. of the state Fish and Game Code. The CDFW generally evaluates information gathered during preparation of the environmental documentation, and attempts to satisfy their permit concerns in these documents. Additionally, the California Fish and Game Commission and/or CDFW are responsible for issuing permits for the take or possession of protected species.

1.3 EIR Scope and Content and Format

1.3.1 Scope

The scope of analysis for this EIR was determined by the City as a result of initial project review and consideration of comments received in response to a Notice of Preparation (NOP) circulated for the project from November 14 to December 14, 2016. The NOP and associated comments are included in Appendix A of this EIR.

Through these scoping activities, the project was determined to have the potential to result in potentially significant impacts related to the following environmental issues:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Paleontological Resources
- Public Services and Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

1.3.2 Type of EIR

This EIR has been prepared as a Project EIR, as defined in Section 15161 of the CEQA Guidelines. In accordance with CEQA, this Project EIR examines the environmental impacts

of a specific development project, and focuses on the physical changes in the environment that would result from the project.

1.3.3 EIR Content

The intent of this EIR is to determine whether implementation of the project would have a significant effect on the environment through analysis of the issues identified during the scoping process (see Section 1.3.1 above). Pursuant to CEQA Guidelines Section 15126, all phases of the project are considered in this EIR when evaluating its potential impacts on the environment, including the planning, acquisition, development, and operation phases. Impacts are identified as direct or indirect, short-term or long-term, and assessed on a "plan-to-ground" basis. The "plan-to-ground" analysis addresses the changes or impacts that would result from implementation of the project compared to existing conditions.

1.3.4 EIR Format

1.3.4.1 Organization

The format and order of contents of this EIR follow the organization listed below, with a brief overview of the purpose of various sections of this EIR:

Executive Summary. Provides a summary of the EIR, a brief description of the project, identification of areas of controversy, and a summary table identifying significant impacts, proposed mitigation measures, and level of impact after mitigation. A summary of the analyzed project alternatives and a comparison of the potential impacts of the alternatives with those of the project are also provided.

Chapter 1.0, Introduction. Contains an overview of the purpose and intended uses of the EIR; Lead, Responsible, and Trustee Agencies; a discussion of the scope and format of the EIR, and the CEQA environmental review process.

Chapter 2.0, Environmental Setting. Provides a description of the project's regional context, location, and existing physical characteristics and land use. Available public infrastructure and services, as well as relationship to relevant plans, are also provided in this section.

Chapter 3.0, Project Description. Provides a detailed discussion of the project, including objectives, key features, and environmental design considerations. The discretionary actions required to implement the project are also included.

Chapter 4.0, Environmental Analysis. Provides a detailed evaluation of potential environmental impacts. Chapter 4.0 begins with the issue of aesthetics, followed by the remaining issues in alphabetical order. Each issue area in Chapter 4.0, Environmental Analysis, includes a description of the existing conditions relevant to each environmental topic; presentation of threshold(s) of significance for the particular issue area under evaluation; identification of an issue statement; an assessment of any impacts associated with implementation of the project; a summary of the significance of any project impacts; recommendations for mitigation measures and mitigation monitoring and reporting for each significant issue area, and a conclusion regarding the significance of the impact after mitigation, where applicable.

Chapter 5.0, Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes. Discusses the significant unavoidable impacts of the project, including those that can be mitigated but not reduced to below a level of significance. This section also describes the potentially significant irreversible changes that may be expected with development of the project and addresses the use of nonrenewable resources during its construction and operational life.

Chapter 6.0, Growth Inducement. Evaluates the potential influence the project may have on economic or population growth within the project area as well as the region, either directly or indirectly.

Chapter 7.0, Cumulative Impacts. Identifies the impact of the project in combination with other planned and future development in the region.

Chapter 8.0, Effects Found Not to Be Significant. Identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant and briefly summarizes the basis for these determinations.

Chapter 9.0, Alternatives. Provides a description of alternatives to the project and compares impacts to those of the project.

Chapter 10.0, Mitigation Monitoring and Reporting Program (MMRP). Documents all the mitigation measures identified in the EIR and required as part of the project.

Chapter 11.0, References Cited . Lists all of the reference materials cited in the EIR.

Chapter 12.0, Report Authors. Identifies the individuals responsible for the preparation of the EIR.

1.3.4.2 Technical Appendices

Technical appendices, used as a basis for much of the environmental analysis in the EIR, have been summarized in the EIR and are printed under separate cover as part of the EIR. The technical appendices are available for review at the City Planning Department, 1243 National City Boulevard, National City, California 91950.

1.3.4.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this EIR has referenced several technical studies and reports, including the City's General Plan EIR. Information from these documents has been briefly summarized in this EIR, and its relationship to this EIR is described. These documents are included in Chapter 11.0, References Cited and Agencies Consulted, are hereby incorporated by reference, and are available for review at the City Planning Department, 1243 National City Boulevard, National City, California 91950.

1.4 EIR Process

The EIR review process occurs in two stages. The first stage is the Draft EIR, which offers the public the opportunity to comment on the document, while the second stage is the Final EIR, which provides the basis for approving the project.

1.4.1 Draft EIR

In accordance with Sections 15085 and 15087(a)(1) of the CEQA Guidelines, upon completion of the Draft EIR a Notice of Completion is filed with the state Office of Planning and Research, and notice of availability of the Draft EIR issued in a newspaper of general circulation in the area.

The Draft EIR is distributed for review to the public and interested and affected agencies for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated" (Section 15204, CEQA Guidelines).

This Draft EIR and all related technical studies are available for review during the public review period at the offices of the City Planning Department, located at 1243 National City Boulevard, National City, California 91950. Copies of the Draft EIR are also available at the public library:

National City Public Library
1401 National City Boulevard
National City, CA 91950

1.4.2 Final EIR

Following public review of the Draft EIR, the City will provide written responses to comments per CEQA Guidelines Section 15088 and will consider all comments in making its decision to certify the Final EIR. Responses to the comments received during public review, a MMRP, Findings of Fact, and a Statement of Overriding Considerations for any impacts identified in the Draft EIR as significant and unavoidable will be prepared and compiled as part of the Final EIR. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final EIR as being complete and in accordance with CEQA.

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Chapter 2
Environmental Setting

2.1 Regional Setting

The project site is located in southwestern San Diego County within the City of National City (City). Regional access to the project site is provided by Interstate 805 (I-805) which is located west of the project site and State Route 54 (SR-54) located adjacent to the northern boundary of the project site. San Diego Bay lies 2.6 miles west of the project site. Figure 2-1 provides the regional location of the project site and Figure 2-2 shows the project location on a United States Geographic Survey (USGS) topographic map.

2.2 Project Location

The project site is situated along the Sweetwater River channel and is bordered to the west by I-805, to the north by SR-54 and Sweetwater Road, to the east by Plaza Bonita Road and Westfield Plaza Bonita Mall, and to the south by the vegetated channel of the Sweetwater River. The project site would consist of two distinct pieces of land: The 15.08-acre project parcel and the 2.90-acre Offsite Area. The CarMax facility and earthen channel would be constructed on the 15.08-acre project parcel (assessor parcel number 564-471-11), while the 2.90-acre Offsite Area consists of California Department of Transportation and City right-of-way (ROW) that would be temporarily impacted during construction. The project would also make frontage improvements along Plaza Bonita Road to add a sidewalk, and would relocate an existing sewer line that traverses the project site into the centerline of Plaza Bonita Road. The project site and surrounding land uses are shown in Figure 2-3.

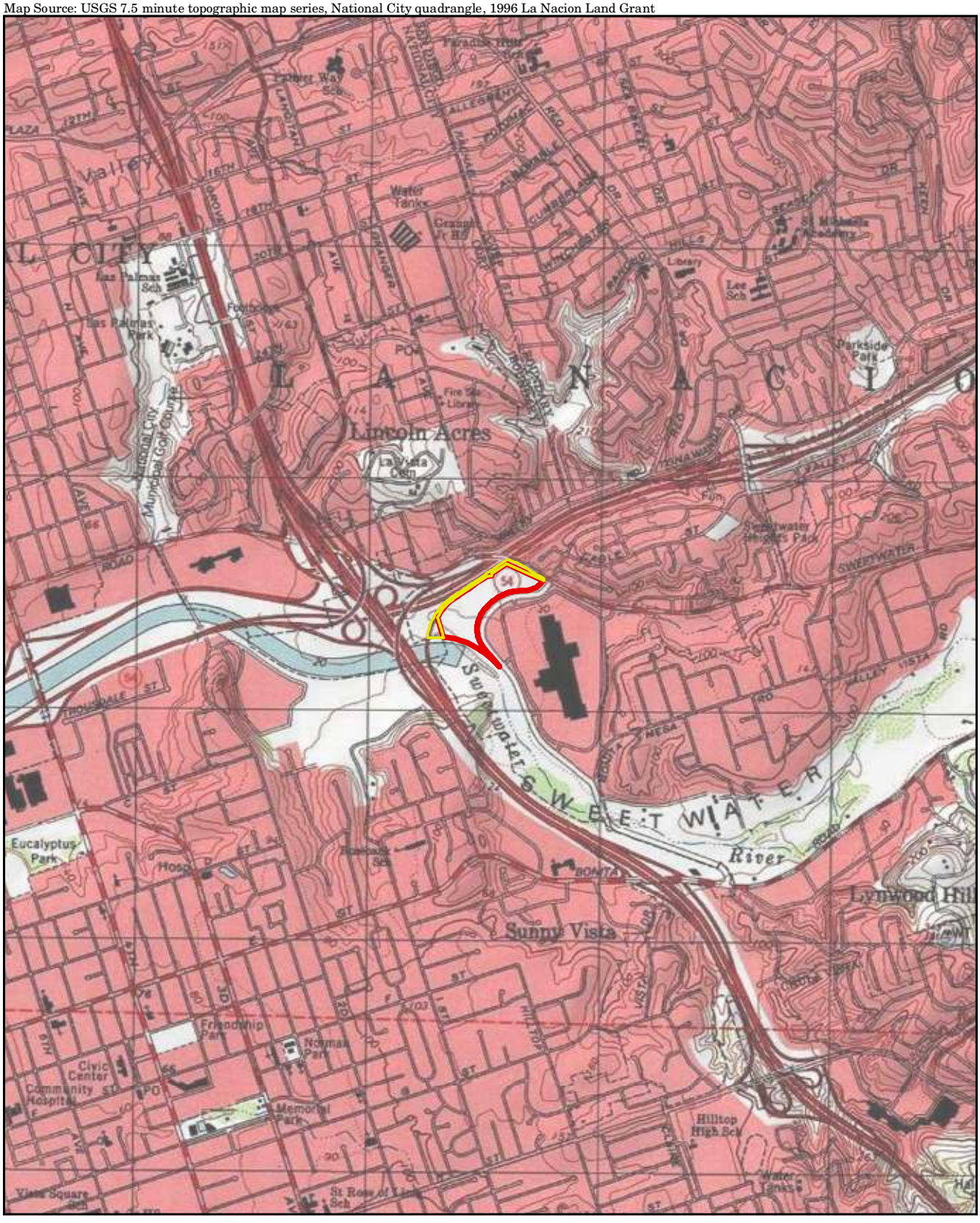
Project Location

FIGURE 2-1
Regional Location

RECON

M:\JOBS4\7761\common_gis\fig2-1.mxd 8/8/2016 fmm

Map Source: USGS 7.5 minute topographic map series, National City quadrangle, 1996 La Nacion Land Grant



Parcel Boundary

Offsite Area

RECON

M:\JOBS4\7761\common_gis\fig2-2.mxd 10/13/2020 lrb

FIGURE 2-2

Project Location on USGS Map

Image Source: Nearmap (flown May 2020)

RECON

M:\JOBS4\7761\common_gis\fig2-3.mxd 10/14/2020 lrb

FIGURE 2-3

Project Location on Aerial Photograph

2.3 Physical Environment

2.3.1 Land Use

The site is currently undeveloped and consists of a vegetation-covered floodplain and a small unnamed creek with two channels. Historically, the project site was within the floodplain of the Sweetwater River. However, a concrete levee currently separates the project site from the Sweetwater River. Several unofficial trails are located on the project site, including cleared dirt paths that traverse the property and several footpaths that have been cleared through the heavily vegetated drainage channel which traverses the northwestern portion of the project site.

The project site has been subject to inhabitation by the homeless population. A variety of trash and debris including shopping carts, tarps, old clothing and wood scraps are present on-site, with much of the trash and debris located in the stream features. Additionally, it appears that the project site has been used as a recreation site for paintball. Disturbances to the landscape and soils are extensive and include freeway construction, maintenance of the Sweetwater River channel, erosion control/retaining rocks, grading for a previous project which was never completed, signs of a recent brush fire, rodent activity, and vegetation clearing.

2.3.2 Transportation

The regional transportation network consists of I-805 which is located adjacent to the western boundary of the project site and SR-54 and Sweetwater Road located on the northern boundary of the project site. The project site would be accessed by two future driveways that would connect to Plaza Bonita Road.

The Metropolitan Transit System provides bus service near the project site with routes 705, 961, and 963. Bus routes 961 and 963 serve bus stops at the intersection of Sweetwater Road and Plaza Bonita Road, located approximately 1,300 feet from the center of the project site. Bus route 705 serves a bus stop on the east side of the Westfield Plaza Bonita Mall, which is about 2,900 feet from the center of the project site.

A segment of the Class I Sweetwater River Bikeway is located along the project's southern boundary. The easternmost portion of this segment runs parallel along the project's southernmost boundary with Plaza Bonita Road, and then transitions into a concrete path that crosses the southeastern portion of the project parcel. The remainder of this segment then continues west along the project's southern boundary as a concrete path atop the levee separating the project site from the Sweetwater Regional Park. Another concrete path beginning at the Plaza Bonita Road edge of pavement traverses the southeastern portion of the project parcel and connects to the Class I Sweetwater River Bikeway.

2.3.3 Topography/Landcover

The project site varies slightly in elevation, from approximately 20–30 feet above mean sea level. The majority of the project site consists of vegetated areas that historically have been subjected to disturbances such as flooding and periodic human use. Current vegetation on the project site is largely non-native, consisting of dry grasses, Russian thistle, ice plant, and riparian reeds and grasses. Groves of eucalyptus, palm, and pepper trees are also present within the project site. Soils in the area are generally sandy, silty, alluvial and lagoon deposits. The alluvium is underlain at substantial depth by Quaternary and Tertiary sedimentary bedrock. Paved surfaces are limited to the segment of the Class I Sweetwater River Bikeway, and the concrete path that connects this bikeway to Plaza Bonita Road, in the southeastern portion of the project parcel described in Section 2.3.2 above.

2.3.4 Drainage

The project site is located the Sweetwater River floodplain, and approximately 3.22 square miles of contributing area drains to the project site. Before discharging into the Sweetwater River, water traverses the project site through an unnamed creek with two channels that flow from northeast to southwest. These two channels converge together in the southwestern portion of the project site and then continue to flow southwest to a storm drain within the concrete levee which outlets to the Sweetwater River at the southwestern corner of the property. Water that flows through the levee and into the Sweetwater River ultimately discharges to the San Diego Bay. The project site is located within the 100-year floodway of the Sweetwater River and the entire site is located within the Sweetwater Dam inundation area.

2.3.5 Air Quality/Climate

The project site is within the San Diego Air Basin (SDAB), as defined by the California Air Resources Board and the San Diego Air Pollution Control District (SDAPCD). The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below.

The project site, like the rest of San Diego County's coastal areas, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

The SDAB is currently classified as a federal and state non-attainment area for ozone and a state non-attainment area for particulate matter less than 10 microns, particulate matter less than 2.5 microns, and ozone, and a federal maintenance area for carbon monoxide. Air pollutants transported into the basin from the adjacent South Coast Air Basin (encompassing

Los Angeles and Orange County) substantially contribute to the non-attainment conditions in the SDAB.

2.4 Public Utilities

The following provides a brief description of the existing public water and wastewater facilities that are available to serve the project. Sections 4.13 and 4.15 of this EIR provide a more detailed discussion of public services and recreation and utilities and service systems, including evaluation of infrastructure capacity and project needs.

2.4.1 Wastewater Systems

A 45-year-old City of San Diego 24-inch vitrified clay sewer line (and a 20-foot easement) runs through the project site. Additionally, the Wastewater Division of the National City Public Works Department provides sewer service to the City by maintaining approximately 97 miles of publicly owned sanitary sewer mains that consist primarily of 6- and 8-inch lines.

2.4.2 Storm Water Systems

The Wastewater Division of the National City Public Works Department maintains approximately 45 miles of closed storm water collection systems. Storm water on the project site currently flows through an unnamed creek with two channels. These two channels converge together in the southwestern portion of the project site and then continue on to a storm drain that outlets to the Sweetwater River at the southwestern corner of the property, and then travels to the San Diego Bay.

2.4.3 Water Systems

Water service would be provided to the project site by the Sweetwater Authority, which provides water service to the entire National City Planning Area, as well as the western and central portions of Chula Vista and the unincorporated San Diego County community of Bonita. Sweetwater Authority's service area covers 36.5 square miles and provides water service to approximately 188,000 people through approximately 33,000 service connections. The project would connect to the existing water pipeline that crosses the northeastern portion of the project site.

2.5 Planning Context

Development projects in the City are generally guided by the City's General Plan and Municipal Code. A brief description of these applicable plans is provided below. A detailed evaluation of the project's consistency with relevant plans and ordinances is provided in Section 4.9, Land Use, of this EIR.

City General Plan: The City's General Plan sets forth a comprehensive framework that serves as the foundation for all planning decisions in National City. It is a policy document

that sets the goals and policies that steer the City in a desired direction that will respond to the needs of its diverse citizenry. The General Plan includes the following elements: Land Use and Community Character, Circulation, Housing, Safety, Noise and Nuisance, Open Space and Agriculture, Conservation and Sustainability, Health and Environmental Justice, and Education and Public Participation.

National City Municipal Code: Title 18 of the Municipal Code is the City's Zoning Ordinance and Land Use Code and serves as the primary tool for implementing the General Plan. The Land Use Code provides detailed development standards, including what types of uses are permitted in a particular zone, minimum lot size, height restrictions, building setbacks, parking requirements, wall heights, sign criteria and other standards.

Chapter 3
Project Description

3.1 Project Objectives

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following primary objectives support the purpose of the project, assist the lead agency in developing a reasonable range of alternatives to be evaluated in this Environmental Impact Report (EIR), and ultimately aid decision-makers in preparing Findings and Overriding Considerations, if necessary.

- Develop an economically viable automobile sales (CarMax) facility that would provide additional commercial opportunities for National City (City) and the San Diego region.
- Generate revenue for the City through sales tax and property tax.
- Increase commercial activity at the Westfield Plaza Bonita Mall and surrounding area by introducing a new commercial use nearby.
- Develop a project that is architecturally compatible with the surrounding properties.

3.2 Project Description

3.2.1 Overview

The project site would consist of two distinct pieces of land: The 15.08-acre project parcel (assessor's parcel number 564-471-11) and the 2.90-acre Offsite Area. The proposed CarMax facility and earthen channel would be constructed on the 15.08-acre project parcel, while the 2.90-acre Offsite Area consists of California Department of Transportation (Caltrans) and City right-of-way (ROW) that would be temporarily impacted during construction. On the project parcel, the project proposes to construct an approximately 18,774-square-foot CarMax facility and associated parking lot on approximately 7.19 acres. The project would also make frontage improvements along Plaza Bonita Road to add a sidewalk, and would relocate an existing sewer line that traverses the project site into the centerline of Plaza Bonita Road. Additionally, the project would recontour and redirect approximately 2,012 linear feet of the unnamed creek located on the project site by constructing an earthen channel that would traverse the northwestern boundary of the property. The overall project site plan is presented

in Figure 3-1. Due to the elevation and adjacency to the unnamed creek, development of the project parcel would require grading of the property resulting in a net import of approximately 166,379 cubic yards.

The project includes a General Plan Amendment, Rezone, Tentative Parcel Map, Land Use Code (LUC) Amendment, and Conditional Use Permit (CUP) to allow development of a CarMax pre-owned automobile dealership, service building, non-public carwash, a customer/employee parking lot, a sales inventory lot, a staging lot, two public access driveways, one restricted access driveway, and landscaped areas.

The proposed General Plan Amendment and Rezone would change the existing land use designation and zoning of the CarMax facility portion of the project parcel from the Major Mixed-Use designation and the Major Mixed-Use District (MXD-2) zone to the Service Commercial land use designation and zone. The proposed General Plan Amendment and Rezone would also change the existing land use designation and zoning of the earthen channel portion of the project parcel and the Offsite Area from the Major Mixed-Use designation and the MXD-2 zone to the Open Space land use designation and zone. The LUC amendment is proposed to make automobile sales an allowed use in the CS zone subject to approval of a CUP. The project includes a CUP for the proposed CarMax facility. A tentative parcel map is proposed to subdivide the project parcel into two lots so that the proposed CarMax facility and the earthen channel would be on separate parcels.

3.2.2 Project Components

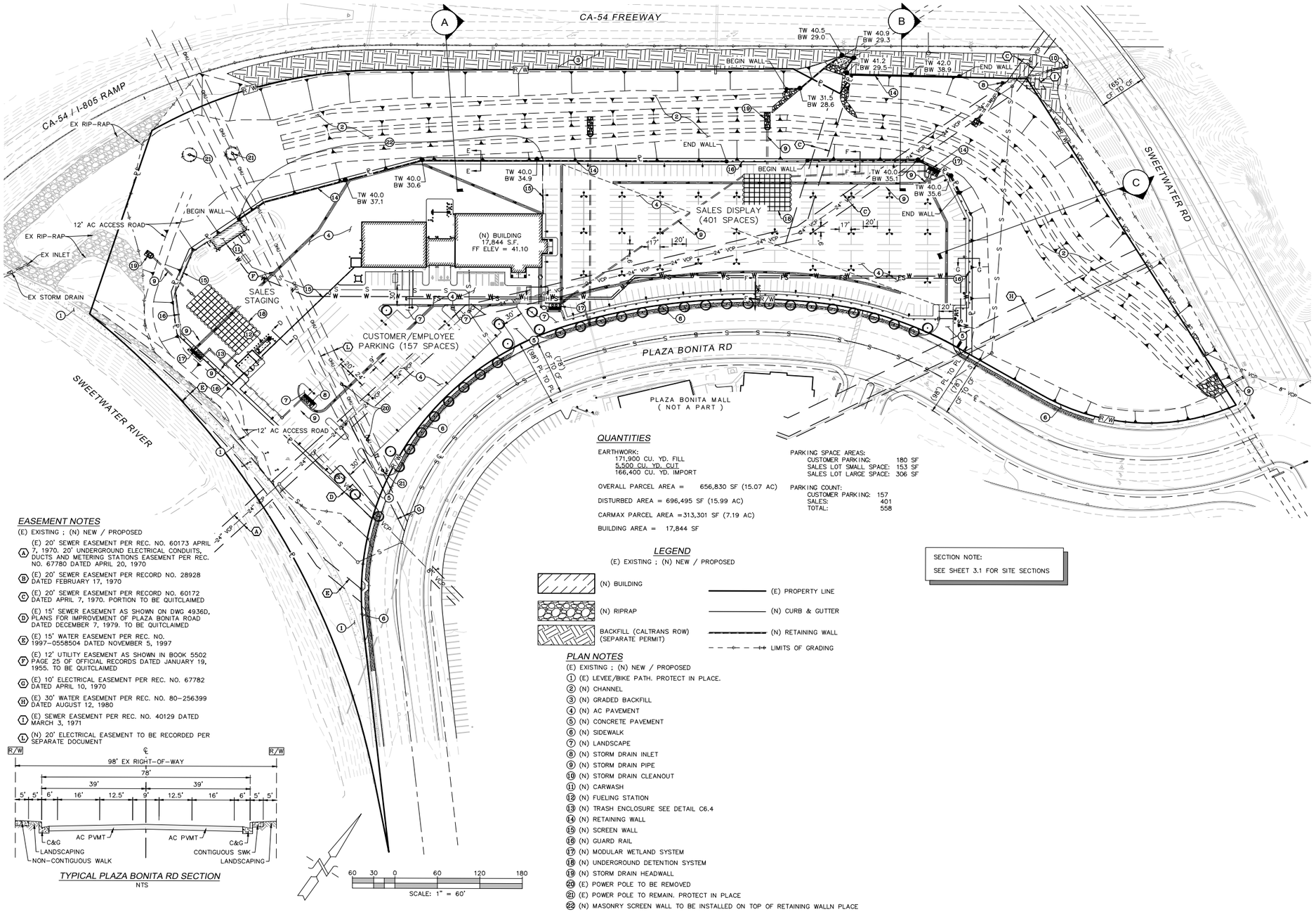
3.2.2.1 CarMax Facility

The project would construct a CarMax pre-owned automobile dealership, service building and non-public carwash with associated access drives, parking lots and landscaped areas within approximately 7.19 acres. The CarMax facility buildings would total approximately 18,774 square feet and include 157 parking spaces for customers and employees. The CarMax facility would also include 401 vehicle stalls in a sales inventory lot, and the facility reserves 0.9 acre for vehicle staging where cars are stored while waiting to be serviced. Elevations and renderings of the CarMax facility are presented in Figure 3-2.

The non-public carwash would be located in the secured staging area and used only by CarMax associates before vehicles are either placed in the vehicle display area or presented to customers. The carwash would use recycled water that would be filtered prior to drainage directly to the sewer system. The carwash would be inspected regularly to ensure that storm water does not flow towards the car wash area and to ensure that potable water/wash water/rinse water is not allowed to enter the storm drain.

An above-ground fuel storage tank with a non-public fuel pump is also proposed to serve CarMax inventory vehicles as needed. The fueling area would be fenced, located on an impermeable surface, and covered with a canopy. The tank and fuel pump would be located inside the secured vehicle staging area adjacent to the carwash.

Map Source: REC Consultants



EASEMENT NOTES

(E) EXISTING ; (N) NEW / PROPOSED

- (A) (E) 20' SEWER EASEMENT PER REC. NO. 60173 APRIL 7, 1970. 20' UNDERGROUND ELECTRICAL CONDUITS, DUCTS AND METERING STATIONS EASEMENT PER REC. NO. 67780 DATED APRIL 20, 1970
- (B) (E) 20' SEWER EASEMENT PER RECORD NO. 28928 DATED FEBRUARY 17, 1970
- (C) (E) 20' SEWER EASEMENT PER RECORD NO. 60172 DATED APRIL 7, 1970. PORTION TO BE QUITCLAIMED
- (D) (E) 15' SEWER EASEMENT AS SHOWN ON DWG 4936D, PLANS FOR IMPROVEMENT OF PLAZA BONITA ROAD DATED DECEMBER 7, 1979. TO BE QUITCLAIMED
- (E) (E) 15' WATER EASEMENT PER REC. NO. 1997-0558504 DATED NOVEMBER 5, 1997
- (F) (E) 12' UTILITY EASEMENT AS SHOWN IN BOOK 5502 PAGE 25 OF OFFICIAL RECORDS DATED JANUARY 19, 1955. TO BE QUITCLAIMED
- (G) (E) 10' ELECTRICAL EASEMENT PER REC. NO. 67782 DATED APRIL 10, 1970
- (H) (E) 30' WATER EASEMENT PER REC. NO. 80-256399 DATED AUGUST 12, 1980
- (I) (E) SEWER EASEMENT PER REC. NO. 40129 DATED MARCH 3, 1971
- (L) (N) 20' ELECTRICAL EASEMENT TO BE RECORDED PER SEPARATE DOCUMENT

TYPICAL PLAZA BONITA RD SECTION
NTS

QUANTITIES

EARTHWORK:
171,900 CU. YD. FILL
5,500 CU. YD. CUT
166,400 CU. YD. IMPORT

OVERALL PARCEL AREA = 656,830 SF (15.07 AC)

DISTURBED AREA = 696,495 SF (15.99 AC)

CARMAX PARCEL AREA = 313,301 SF (7.19 AC)

BUILDING AREA = 17,844 SF

PARKING SPACE AREAS:
CUSTOMER PARKING: 180 SF
SALES LOT SMALL SPACE: 153 SF
SALES LOT LARGE SPACE: 306 SF

PARKING COUNT:
CUSTOMER PARKING: 157
SALES: 401
TOTAL: 558

SECTION NOTE:
SEE SHEET 3.1 FOR SITE SECTIONS

LEGEND

(E) EXISTING ; (N) NEW / PROPOSED

- (N) BUILDING
- (N) RIPRAP
- BACKFILL (CALTRANS ROW) (SEPARATE PERMIT)
- (E) PROPERTY LINE
- (N) CURB & GUTTER
- (N) RETAINING WALL
- LIMITS OF GRADING

PLAN NOTES

(E) EXISTING ; (N) NEW / PROPOSED

1. (E) LEVEE/BIKE PATH. PROTECT IN PLACE.
2. (N) CHANNEL
3. (N) GRADED BACKFILL
4. (N) AC PAVEMENT
5. (N) CONCRETE PAVEMENT
6. (N) SIDEWALK
7. (N) LANDSCAPE
8. (N) STORM DRAIN INLET
9. (N) STORM DRAIN PIPE
10. (N) STORM DRAIN CLEANOUT
11. (N) CARWASH
12. (N) FUELING STATION
13. (N) TRASH ENCLOSURE SEE DETAIL C6.4
14. (N) RETAINING WALL
15. (N) SCREEN WALL
16. (N) GUARD RAIL
17. (N) MODULAR WETLAND SYSTEM
18. (N) UNDERGROUND DETENTION SYSTEM
19. (N) STORM DRAIN HEADWALL
20. (E) POWER POLE TO BE REMOVED
21. (E) POWER POLE TO REMAIN. PROTECT IN PLACE
22. (N) MASONRY SCREEN WALL TO BE INSTALLED ON TOP OF RETAINING WALLN PLACE

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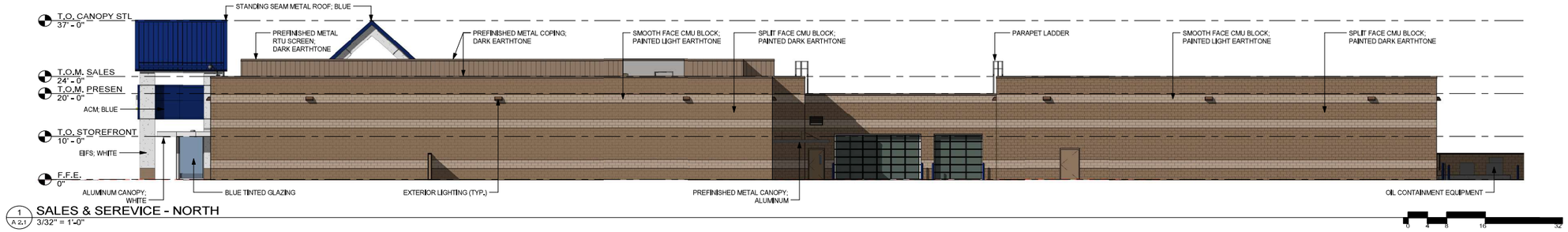
FIGURE 3-1
Overall Site Plan

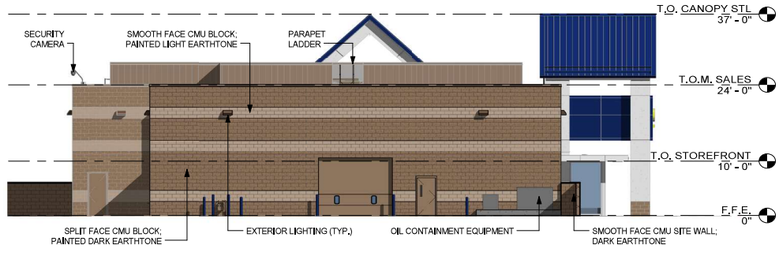
Map Source: Charles J. O'Brian, Architect



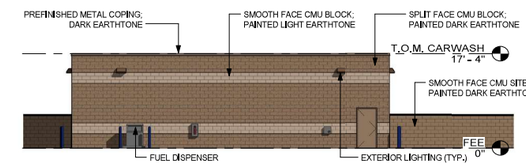
1 A 2.1 SALES & SEREVICE - NORTH
3/32" = 1'-0"

2 A 2.1 SALES & SEREVICE - SOUTH
3/32" = 1'-0"

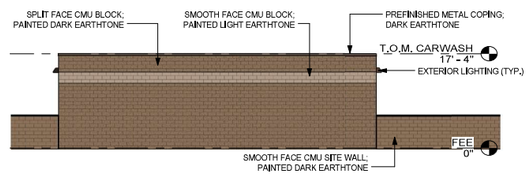
3 A 2.1 SALES & SEREVICE - EAST
3/32" = 1'-0"



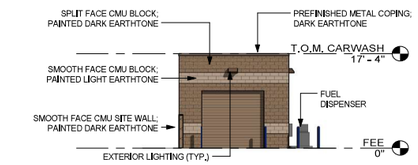
4 A 2.1 SALES & SEREVICE - WEST
3/32" = 1'-0"



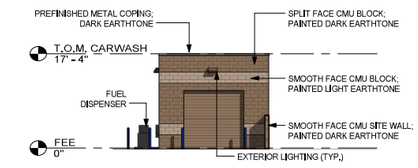
5 A 2.1 CARWASH - NORTH
3/32" = 1'-0"



6 A 2.1 CARWASH - SOUTH
3/32" = 1'-0"



7 A 2.1 CARWASH - EAST
3/32" = 1'-0"



8 A 2.1 CARWASH - WEST
3/32" = 1'-0"

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FIGURE 3-2
CarMax Facility Elevations

Retail service vehicles and vehicles awaiting transfer offsite would be stored in a secured non-public staging area on a temporary basis. As a visual screen and to provide security for these vehicles, the staging area would be surrounded by a chain link fence with privacy six-foot-high masonry wall. Vehicular access to that area would be strictly controlled through the use of embassy-style security gates.

As an accessory use, vehicles purchased through the CarMax in-store appraisal process that do not meet the CarMax retail quality standards are sold through onsite non-public wholesale auctions. Auctions would generally be held weekly or every other week; however, frequency at a given location is determined by the number of vehicles to be auctioned. Auctions would be conducted within the enclosed building area. Participation in the wholesale auction is restricted to pre-qualified licensed automobile dealers only, the majority of whom are independent dealers. While some larger dealers may bring vehicle carriers to the sale to transport their purchased vehicles, most would bring drivers to take individual vehicles away. Vehicles purchased during wholesale auctions must be removed from the site within 48 hours.

a. Typical Operations

An integral part of the CarMax operation is the reconditioning process that is performed on all vehicles offered for sale. This process includes a comprehensive inspection of the engine and all major systems. This process would occur within the proposed enclosed service area. Most routine mechanical and cosmetic repairs required to bring the vehicle up to the CarMax quality standards would be performed at the facility; however, for some reconditioning services, third parties specializing in those services are engaged.

The proposed onsite service area would provide limited retail vehicle service (routine maintenance, tires, diagnostic and mileage services) and would provide repairs of vehicles covered by their extended service plans. All service work would be performed inside air-conditioned buildings equipped with rollup doors. The service area drainage would be self-contained with the entire area draining directly to the sewer system and not the storm water conveyance system. All drainage would be filtered prior to entering the sanitary sewer system.

CarMax operates differently from traditional car dealerships in that it physically separates its inventory area from customer and employee parking. This is both for loss prevention control as well as operational efficiency and safety. All inventory display areas would be separated from the general public by means of guardrails, gates, and fencing. Ornamental wrought-iron fencing would be used to separate the customer and employee parking from the display area.

CarMax does not use outdoor loudspeakers, as associates carry pagers and/or cell phones for communications. In addition, CarMax does not use flags, balloons, inflatables, placards in open car hoods, painted window lettering or the like in its marketing.

Although hours would be set closer to the opening day by CarMax management, typical CarMax locations are open to the public Monday through Saturday from 9:00 a.m. to

9:00 p.m. with limited hours on Sundays, if permitted by local law. The retail service areas are typically open to the public Monday through Friday from 7:30 a.m. to 6:00 p.m. Associates would be present at the store several hours before and after the public operating hours.

b. Site Lighting and Security

CarMax uses "shoebox" type lighting fixtures mounted on 26-foot-tall light poles for visibility and security. Fixtures use a flat lens and are downcast to reduce light spill onto adjacent properties. Exterior lighting would be reduced after operating hours. CarMax typically does not use onsite security guards, but uses interior and exterior security cameras for safety and inventory protection.

3.2.2.2 Earthen Channel

As part of the project, jurisdictional waters located within the project parcel would be re-routed around the proposed CarMax development and widened to maintain the sites' flood capacity and create additional jurisdictional waters and habitat on-site that would be used to offset permanent impacts on jurisdictional waters and wetlands. In consultation with the Wildlife Agencies, the project footprint has been reduced to minimize impacts on jurisdictional waters and to allow for a small buffer between proposed habitat and the development footprint. Further reductions of the development area would cause the project to be infeasible. Buffers between wetland and riparian habitat that would be established within the proposed channel and the project would be limited and range from 5 to 25 feet wide. The upland buffer would consist of coastal sage scrub.

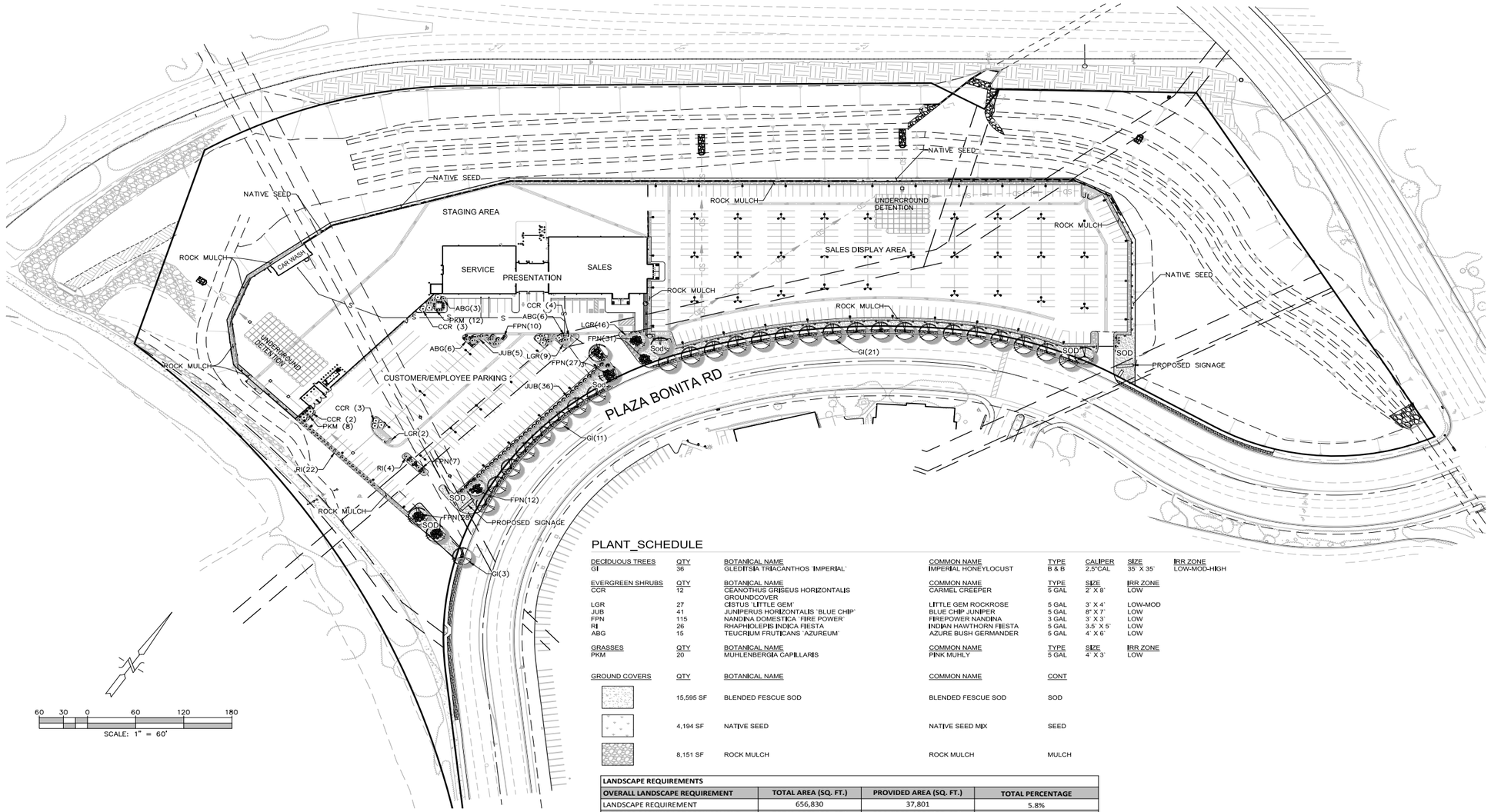
3.2.2.3 Offsite Area

Construction of the earthen channel would require temporary impacts within the 2.90-acre Offsite Area that consists of Caltrans and City ROW adjacent to the project parcel. The majority of these temporary impacts would occur within Caltrans ROW associated with State Route 54 adjacent to the northwestern boundary of the project parcel, while temporary impacts to City ROW associated with Sweetwater Road would occur adjacent to the northern boundary of the project parcel. The Offsite Area would be graded and all existing vegetation would be removed during construction. Grading work proposed in the Caltrans ROW requires an encroachment permit.

3.2.3 Landscape Design

The conceptual landscape plan for the CarMax facility is presented in Figure 3-3. Landscape materials would include deciduous trees, deciduous shrubs, groundcover, and grasses. The majority of the proposed landscaping would occur within a 5-foot-wide landscaping strip along Plaza Bonita Road, with some internal landscaping proposed in the parking areas. No trees would be placed within 10 feet of onsite sewer easement area. Adjacent to the proposed revegetated channel area, native vegetation would be installed. All landscape areas would be privately maintained by the owner of the facilities.

Map Source: REC Consultants



PLANT_SCHEDULE

DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	TYPE	CALIPER	SIZE	IRR ZONE
GI	36	GLEDITSIA TRIACANTHOS 'IMPERIAL'	IMPERIAL HONEYLOCUST	B & B	2.5"CAL	35' X 35'	LOW-MOD-HIGH

EVERGREEN SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	TYPE	SIZE	IRR ZONE
CCR	12	CEANOTHUS GRISEUS HORIZONTALIS GROUNDCOVER	CARMEL CREEPER	5 GAL	2' X 8'	LOW
LGR	27	CISTUS 'LITTLE GEM'	LITTLE GEM ROCKROSE	5 GAL	3' X 4'	LOW-MOD
JUB	41	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	BLUE CHIP JUNIPER	5 GAL	8" X 7'	LOW
FPN	115	NANDINA DOMESTICA 'FIRE POWER'	FIREPOWER NANDINA	3 GAL	3' X 3'	LOW
RI	26	RHAPHIOLEPIS INDICA FIESTA	INDIAN HAWTHORN FIESTA	5 GAL	3.5' X 5'	LOW
ABG	15	TEUCRIUM FRUTICANS 'AZUREUM'	AZURE BUSH GERMANDER	5 GAL	4' X 6'	LOW

GRASSES	QTY	BOTANICAL NAME	COMMON NAME	TYPE	SIZE	IRR ZONE
PKM	20	MUHLENBERGIA CAPILLARIS	PINK MUHLY	5 GAL	4' X 3'	LOW

GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT
	15,595 SF	BLENDED FESCUE SOD	BLENDED FESCUE SOD	SOD
	4,194 SF	NATIVE SEED	NATIVE SEED MIX	SEED
	8,151 SF	ROCK MULCH	ROCK MULCH	MULCH

LANDSCAPE REQUIREMENTS			
OVERALL LANDSCAPE REQUIREMENT	**TOTAL AREA (SQ. FT.)**	**PROVIDED AREA (SQ. FT.)**	**TOTAL PERCENTAGE**
LANDSCAPE REQUIREMENT	656,830	37,801	5.8%
INTERIOR PARKING LOT REQUIREMENT	**TOTAL AREA (SQ. FT.)**	**PROVIDED AREA (SQ. FT.)**	**TOTAL PERCENTAGE**
LANDSCAPE REQUIREMENT	192,097	19,057	9.9%
PARKING LOT TREE REQUIREMENT	**TOTAL PARKING STALLS**	**PROVIDED TREES**	
TREE REQUIREMENT*	558	6	
STREET TREE REQUIREMENT	**TOTAL LINEAR FEET**	**PROVIDED TREES**	
TREE REQUIREMENT	1,006	30	
* SOME REQUIRED PARKING LOT TREES HAVE BEEN TRANSFERRED TO THE PERIMETER OF THE PARKING LOT DUE TO THE UTILITY LAYOUT.			

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FIGURE 3-3
Conceptual Landscape Plan

3.2.4 Access and Site Uses

The project proposes two public access driveways and one restricted access driveway that would connect to Plaza Bonita Road. The first public access driveway would be the main CarMax entrance and would be centered on the project frontage along Plaza Bonita Road. The second public access driveway would be located at the southern end of the project frontage along Plaza Bonita Road, closer to Sweetwater River. The restricted access driveway would be located at the northern end of the project frontage along Plaza Bonita Road. This restricted access driveway would be located immediately northeast of the Westfield parking access roadway connection to Plaza Bonita Road on the other side of the roadway. This restricted access driveway would be limited to use by CarMax employees and vehicle test drives. Emergency access would be provided within the internal project access roads as required by the local fire department. The project would also make frontage improvements along Plaza Bonita Road to add a sidewalk, and would introduce a pedestrian crossing to provide access to the Westfield Plaza Bonita Shopping Center.

The sales inventory area would be located at the eastern portion of the property nearest Sweetwater Road and would be secured by highway guardrail and embassy-style security gates for security purposes. A vehicle test drive gate would be constructed on the southern side of the sales lot that would be used by CarMax for vehicle test drives only and would provide direct access to the customer/employee parking lot. Customer and employee parking would be located along Plaza Bonita Road, along the southern side of the site. The sales and presentation buildings would be located west of the display area with customer access from the parking lot on the south side of the building. The service building would be located adjacent to the sales building south of the display area. The main sales staging area would be located north of the service building and would be surrounded by a combination of chain link fence with slats and guard rail fencing for screening and security purposes. The staging areas would also be secured with embassy-style security gates.

Vehicular access to the display areas would be controlled by embassy-style security gates through the use of a secured key-card. Prospective customers would be accompanied by an employee when they are in the display area. Only employees would be permitted to drive cars within the display area.

3.2.4.1 Deliveries

Deliveries of vehicles, parts, and supplies would be made onsite and require the presence of associates to receive the delivery. Vehicle carriers would enter the site through the main access and load and unload vehicles in the designated area on the east side of the customer and employee parking lot. Unloaded vehicles would be driven by employees from the parking lot into the staging area to await preparation for resale or disposition through the wholesale auction process.

3.2.5 Grading and Site Preparation

Site grading would require approximately 5,536 cubic yards of cut and 171,915 cubic yards of fill, resulting in a net import of approximately 166,379 cubic yards. Existing elevations at the property range from approximately 25 feet above mean sea level (AMSL) (southwestern portions) to approximately 40 feet AMSL (northeastern portions) and would increase by 5 to 10 feet based on the net fill/import required for project grading.

Construction of the earthen channel would require grading earthwork within Caltrans ROW along the slope adjacent to State Route 54 (Offsite Area). Grading of the slope adjacent to State Route 54 would increase the stability of the slope by decreasing the steepness and increasing the vegetative cover. Grading work proposed in the Caltrans ROW requires an encroachment permit.

3.2.6 Infrastructure

3.2.6.1 Drainage

The project would recontour and redirect approximately 2,012 linear feet of the unnamed creek located on the project parcel by constructing a 4.39-acre earthen channel that would traverse the northwestern boundary of the property. This earthen channel would preserve the existing drainage pattern where feasible and connect to the existing storm drain that outlets to the Sweetwater River to convey stormwater to the San Diego Bay. The project would also potentially make modifications to the outlet structure of any existing drainage system impacted by the small water surface elevation increment caused by the channelization of the unnamed creek in order to compensate for the minor potential reduction of the conveyance capacity of the existing drainage system, in such a way that the final result is a no negative impact in any system draining to the proposed earthen channel.

The project would construct a storm water conveyance system that would consist of a modular wetland system, underground storage system, green street vegetated swale, and conveyance pipes that would collect storm water and manage flowrates. The modular wetland system, underground storage system, and green street vegetated swale would include filtration components to treat stormwater before discharging to the earthen channel or infiltrating to groundwater.

3.2.6.2 Water

Water services would be provided to the project site by the Sweetwater Authority, which is a Joint Powers Authority formed by National City and the South Bay Irrigation District in order to deliver water to the service areas of both agencies. The project would connect to an existing water transmission main that traverses the project site. Water would remain in continuous service during construction.

3.2.6.3 Wastewater

A 45-year-old City of San Diego 24-inch vitrified clay sewer line (and a 20-foot easement) traverses the project site. The project would relocate this existing sewer into the centerline of Plaza Bonita Road. Wastewater service for the project would be provided by the City of San Diego. The project would implement a traffic control plan during relocation of the sewer line to maintain one lane of traffic in each direction on Plaza Bonita Road.

3.2.6.4 Utilities

San Diego Gas & Electric would provide electricity and natural gas to the project. Utilities necessary to serve the proposed uses would be installed in conjunction with development of the site.

3.2.6.5 Solid Waste

Construction and operation of the project would generate waste requiring disposal. Recycling would be conducted during construction, and project design would include recycle bins and dedicated trash enclosures which would be serviced by EDCO. In addition, the project would comply with all applicable regulations pertaining to solid waste during both the construction and operational phases of the project. Solid waste that is not recycled would be hauled to the Otay Landfill.

3.2.7 Environmental Design Considerations

The project would implement the following sustainable project design features. These project design features would become conditions of project approval and would be implemented as a part of the project.

- **Water**: The CarMax facility would utilize low-flow plumbing fixtures and conduct water use monitoring. The CarMax facility would also utilize water reclaim tanks for the carwash and oil/water separators. Eighty-five percent of the carwash water would be recycled.
- **Energy Management System (EMS)**: The CarMax facility would utilize an EMS to manage operating times, use efficiency, and cost efficiency for lighting, heating, ventilation, and air conditioning (HVAC) systems and computer systems. The EMS would also manage power load during peak hours to minimize energy use to prevent utilities from having to provide temporary additional power during peak time).
- **Recycling**: The CarMax facility would implement operational recycling for oil, anti-freeze, oil filters, tires, battery cores, scrap metal on a case by case basis, paint waste.

3.3 Discretionary Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. The discretionary actions described below would be considered by the City Council.

3.3.1 General Plan Amendment

A General Plan Amendment is proposed to change the existing land use designation of the CarMax portion of the project parcel from Major Mixed-Use to Service Commercial. The Service Commercial designation provides for intensive commercial activities, specialized service establishments, and other compatible uses. Light manufacturing, wholesaling, and distribution uses are restricted to those that can be operated in a clean and quiet manner. The Service Commercial designation allows for a floor area ratio of 1.5. The General Plan designation for the earthen channel portion of the project parcel would be amended to Open Space for consistency with the proposed preservation of this area. The General Plan designation for the Offsite Area would also be amended to Open Space.

3.3.2 Rezone

A rezone is proposed to change the existing Major Mixed-Use District (MXD-2) zone on the CarMax portion of the project parcel to Service Commercial (CS). The CS zone provides for intensive commercial activities; specialized service establishments; light manufacturing, wholesaling, and distribution uses that operate in a clean and quiet manner; and supporting and complimentary uses. The purpose of the CS zone, along with other commercial zones, is to:

1. Provide areas in which business may be conducted, goods sold and distributed, public and private services rendered, and such other activities provided which are related to the function of commercial development;
2. Ensure compatibility of the various commercial areas with adjacent land uses; and
3. Implement the General Plan by concentrating the locations of intensive commercial uses.

The earthen channel portion of the project parcel would be rezoned to Open Space (OS) for consistency with the proposed conservation of this area of the site. The Offsite Area would also be rezoned to Open Space.

3.3.3 Land Use Code Amendment

The LUC is the City's zoning code (Municipal Code Title 18 Zoning), which establishes regulations for the use and development of land. The project includes an amendment to the LUC, specifically to Table 18.22.020, Allowed Land Uses Commercial Zones to allow auto sales in the CS zone subject to approval of a CUP.

3.3.4 Tentative Parcel Map

A Tentative Parcel Map is proposed to subdivide the project parcel into two separate lots. The proposed CarMax facility and earthen channel would be located on separate parcels.

3.3.5 Conditional Use Permit

Consistent with the proposed General Plan Amendment, Rezone and LUC Amendment, a CUP would be required to allow development of the CarMax facility.

3.4 Other Agency Approvals Required

- Caltrans - Longitudinal Encroachment Permit
- Federal Emergency Management Agency - Conditional Letter of Map Revision/Letter of Map Revision
- United States Army Corp of Engineer
  - Section 404 Standard Individual Permit
  - National Environmental Policy Act Environmental Assessment/404(b)(1) Alternatives Analysis
  - Section 106 (Cultural) Consultation Assistance
  - Section 408 Permit (County of San Diego to submit application on behalf of CarMax)
- Regional Water Quality Control Board - 401 Water Quality Certification
- United States Fish and Wildlife Service
- California Department of Fish and Wildlife (CDFW) - CDFW Section 1600 et seq. Lake and Streambed Alteration Agreement

3.5 Federal/State Consultation

3.5.1 Native American Heritage Commission

Government Code Section 65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places when General Plans or Specific Plans are amended. On November 11, 2015, ICF Archaeologist Karolina Chmiel contacted the NAHC requesting a review of its Sacred Lands Files. The NAHC responded on November 30, 2015, stating that the sacred lands file failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC also provided a list of 15 Native American individuals and organizations that may have knowledge of cultural resources in the project area. On December 16, 2015, ICF sent project letters to all 15 individuals identified by the NAHC. No responses have been received to date.

4

Chapter 4
Environmental Analysis

The following sections analyze the potential environmental impacts that may occur as a result of project implementation. The environmental issues addressed in the following sections, in alphabetical order, include:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Paleontological Resources
- Public Services and Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

Each issue analysis section is formatted to include a description of existing conditions, the criteria for the determination of impact significance, evaluation of potential impacts, mitigation measures if applicable, and conclusion of significance after mitigation for impacts identified as requiring mitigation. All potential direct and indirect impacts in Chapter 4 are evaluated in relation to applicable City of National City, state, and federal standards.

4.1 Aesthetics

This section addresses the potential visual impacts of the project and project compatibility in terms of the visual character and compatibility with existing and planned land uses.

4.1.1 Existing Conditions

4.1.1.1 Existing Visual Landscape

a. Landform

The project site is currently vacant and consists of a vegetation-covered floodplain and a small unnamed creek with two channels. Historically, the project site was within the floodplain of the Sweetwater River. However, a concrete levee currently separates the project site from the Sweetwater River. Several unofficial trails are located on the project site, including cleared dirt paths that traverse the property and a concrete path atop the levee on the southern boundary separating the project site from the Sweetwater Regional Park.

b. Neighborhood Character

Land uses surrounding the project site primarily consist of transportation and commercial land uses including Interstate 805 (I-805) to the west, State Route 54 (SR-54) and Sweetwater Road to the north, and Plaza Bonita Road and Westfield Plaza Bonita Mall to the east. A portion of the Sweetwater River designated as the County of San Diego Sweetwater Regional Park is located south of the project site and is separated from the project site by a concrete levee. This portion of the Sweetwater Regional Park south of the project site includes a segment of the Sweetwater Loop and River Trail that follows the path of the Sweetwater River. Residential development is located northeast of the project site beyond Sweetwater Road and northwest beyond SR-54.

c. Light and Glare

The project site is vacant and does not have any sources of light or glare. The primary source of light and glare from adjacent uses comes from vehicles traveling on SR-54 and Sweetwater Road north of the project site at night. Additionally, street lighting on SR-54 and Sweetwater Road, as well as parking lot lighting associated with Westfield Plaza Bonita Mall, create additional sources of light and glare.

4.1.1.2 Views

The project site is a low point in relation to the I-805/SR-54 off-ramp, SR-54, and most of Sweetwater Road. Conversely, the project site is a high point in relation to the Sweetwater Regional Park south of the project site, and views from this location are obscured by its lower elevation and the existing concrete levee. Views of the project site from the Westfield Plaza Bonita Mall consist primarily of existing trees and vegetation on the eastern border of the project site.

The project site is not visible from any officially designated scenic roadways; in addition, no highways in National City (City) are included on the California Department of Transportation (Caltrans) list of officially designated or eligible scenic highways.

4.1.1.3 Scenic Resources

Scenic resources within the project area are limited to the open space and vegetation associated with the Sweetwater River south of the project site. The project site, while undeveloped and vegetated, contains no scenic resources.

4.1.1.4 Applicable Policies and Regulations

Several existing policies and development regulations relate to visual quality and scenic resources, as detailed below.

a. California Scenic Highway Program

The California Scenic Highway Program, maintained by Caltrans, protects scenic state highway corridors from changes which would diminish the aesthetic value of lands adjacent to the highways. According to the California Scenic Highway Program, there are no state-designated scenic highways within the vicinity of the project site.

b. National City General Plan

The Land Use and Community Character Element Goal LU-12 calls for the preservation of National City's scenic resources and significant viewsheds. Policy LU-12.1 protects views of the San Diego Bay, open space and other scenic resources by encouraging building placement, orientation, height, and mass to maintain and enhance views. Policy LU-12.3 encourages the retention and enhancement of natural hillsides. Additionally, Policy OS-1.1 of the Open Space and Agriculture Element calls for the protection and conservation of open spaces that provide public views/vistas.

c. National City Municipal Code

Title 18 of the Municipal Code (Land Use Code) provides specific requirements for development in the City in order to achieve the general arrangement of land uses identified in the General Plan. Primary objectives of the Land Use Code include the regulation of

building form, placement, and density, and the provision of sufficient parking and open spaces in conjunction with development.

4.1.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to aesthetics are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact related to aesthetics would occur if the project would:

1) Have a substantial adverse effect on a scenic vista, such as the Pacific Ocean and coastline, by blocking views or substantially altering views;
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3) 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? or
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.3 Issue 1: Scenic Vistas

Would the project have a substantial adverse effect on a scenic vista?

4.1.3.1 Impact Analysis

A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. There are no officially designated scenic vistas in the immediate project vicinity, and San Diego Bay is not visible from the project site. Similarly, the project site is not considered a scenic vista since it is surrounded by existing transportation and commercial land uses and does not possess any highly valued scenic resources.

4.1.3.2 Significance of Impacts

There are no officially designated scenic vistas in the immediate project vicinity, and San Diego Bay is not visible from the project site. Similarly, the project site is not considered a scenic vista. Therefore, the project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

4.1.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.4 Issue 2: Scenic Resources

Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

4.1.4.1 Impact Analysis

The project site does not contain any rock outcroppings or historic buildings and is not visible from a state scenic highway. The existing trees and other vegetation do not qualify as scenic resources because the project site is surrounded by existing transportation and commercial land uses and there are no scenic views of the project site. The project would introduce landscaping materials, including palm trees, deciduous trees, deciduous shrubs, groundcover, and grasses. The majority of the proposed landscaping would occur within a 5-foot-wide landscaping strip along Plaza Bonita Road that would provide a visual landscape buffer between the surrounding roadways and the project site. The conceptual landscape plan would also introduce some features within the interior of the project site (see Figure 3-4). Figures 4.1-1 and 4.1-2 present renderings of the future CarMax facility and associated landscaping.

4.1.4.2 Significance of Impacts

The project site is not visible from a state scenic highway and does not contain any scenic resources. Therefore, the project would not substantially damage scenic resources would be less than significant.

4.1.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

FIGURE 4.1-1
CarMax Facility Rendering 1

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FIGURE 4.1-2
CarMax Facility Rendering 2

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4.1.5 Issue 3: Visual Character or Quality

Would the project 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?

4.1.5.1 Impact Analysis

Visual Character

The existing visual character and quality of the project site is characterized by the surrounding transportation land uses to the north and west and commercial land uses to the east. The proposed CarMax pre-owned automobile dealership, service building, and non-public carwash with associated access drives, parking lots, inventory space, and landscaped areas would be consistent with the character of the Westfield Plaza Bonita Mall east of the project site. Additionally, the project would introduce landscape materials, including palm trees, deciduous trees, deciduous shrubs, groundcover, and grasses (see Figures 4.1-1 and 4.1-2).

The proposed CarMax would contrast with the portion of the Sweetwater River designated as the County of San Diego Sweetwater Regional Park located south of the project site. The project site is currently undeveloped and possesses trees and other vegetation similar to the adjacent Sweetwater River. However, conversion of a portion of the project site to a commercial land use would not substantially degrade the surrounding existing visual character because the nearby segment of the Sweetwater River is already surrounded by urban development including the Westfield Plaza Bonita Mall, I-805, and Plaza Bonita Road (see Figure 2-3). Furthermore, the project would maintain a significant portion of the site in open space to allow for construction and restoration of an earthen channel along the northwestern boundary of the project site to improve the on-site drainage that connects to the Sweetwater River. The CarMax facility would be similar in character to the Westfield Plaza Bonita Mall adjacent to the Sweetwater River. Therefore, the project would not substantially degrade the existing visual character or quality of the site and its surroundings, and impacts would be less than significant.

4.1.5.2 Significance of Impacts

The project would be consistent with the character and quality of the surrounding environment. Impacts would be less than significant.

4.1.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.1.6 Issue 4: Light or Glare

Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

4.1.6.1 Impact Analysis

The project would necessitate the use of lighting that would contribute to existing conditions of light and glare. These existing sources of light and glare within the project vicinity include vehicles traveling on SR-54 and Sweetwater Road at night, as well as street lighting on SR-54 and Sweetwater Road and parking lot lighting associated with Westfield Plaza Bonita Mall. Proposed new light sources would include interior and exterior lighting, as well as parking lot lighting. Project lighting would not be out of character with the existing sources of light and would be subject to the requirements of Title 18 of the Municipal Code (Land Use Code). Adherence to Title 18 of the Municipal Code would ensure that future project lighting does not spill into the portion of the Sweetwater River designated as the County of San Diego Sweetwater Regional Park located south of the project. With adherence to existing requirements, the project would not create a new source of substantial light and glare, and impacts would be less than significant.

4.1.6.2 Significance of Impacts

Adherence to existing lighting requirements presented in Title18 of the Municipal Code would ensure impacts related to light and glare would be less than significant.

4.1.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2 Air Quality

This section addresses the potential for the project to emit air pollutants during project construction and post-construction daily project operations. The analysis is based on the following technical document included as an appendix to the Environmental Impact Report (EIR):

- Air Quality Technical Report for the National City CarMax Project, National City, California (Appendix B; RECON 2020a).

4.2.1 Existing Conditions

The project site lies within the San Diego Air Basin (SDAB), which is regulated locally by the San Diego Air Pollution Control District (SDAPCD). The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below. The project area, like the rest of San Diego County, has a Mediterranean climate characterized by warm, dry summers and mild winters. The mean annual temperature for the project area is 61 degrees Fahrenheit (°F). The average annual precipitation is 10 inches, falling primarily from November to April. Winter low temperatures in the project area average about 45°F, and summer high temperatures average about 72°F. The average relative humidity is 69 percent and is based on the yearly average humidity at Lindbergh Field (Western Regional Climate Center 2020).

4.2.1.1 Existing Regulatory Framework

a. Federal Clean Air Act

The federal Clean Air Act (CAA) was enacted in 1970 and amended in 1977 and 1990 [42 United States Code (USC) 7401] for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the CAA [42 USC 7409], the U.S. Environmental Protection Agency (EPA) developed primary and secondary National Ambient Air Quality Standards (NAAQS).

Six criteria pollutants of primary concern have been designated: ozone, carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead (Pb), and respirable particulate matter (PM_{10} and $PM_{2.5}$). The primary NAAQS ". . . in the judgment of the Administrator, based on such criteria and allowing an adequate margin of safety, are requisite to protect the public health . . . " and the secondary standards ". . . protect the public welfare from any known or anticipated adverse effects associated with the presence of such air pollutant in

the ambient air" [42 USC 7409(b)(2)]. The primary NAAQS were established, with a margin of safety, considering long-term exposure for the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties). The NAAQS are presented in Table 4.2-1 (California Air Resources Board [CARB] 2016).

If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as non-attainment area for that pollutant. The SDAB is currently classified as a federal non-attainment area for ozone.

b. California Air Resources Board

The CARB has developed the California Ambient Air Quality Standards (CAAQS) and generally has set more stringent limits on the criteria pollutants than the NAAQS (see Table 4.2-1). In addition to the federal criteria pollutants, the CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride (see Table 4.2-1).

Similar to the federal CAA, the state classifies either "attainment" or "non-attainment" areas for each pollutant based on the comparison of measured data with the CAAQS. The SDAB is a non-attainment area for the state ozone standards, the state PM_{10} standard, and the state $PM_{2.5}$ standard. The California CAA, which became effective on January 1, 1989, requires all areas of the state to attain the CAAQS at the earliest practicable date. The California CAA has specific air quality management strategies that must be adopted by the agency responsible for the non-attainment area. In the case of the SDAB, the responsible agency is the SDAPCD.

c. Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. Diesel-exhaust particulate matter emissions have been established as TACs. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (Assembly Bill [AB] 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process.

The California Air Toxics Program establishes the process for the identification and control of TACs and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air. The goals of the Air Toxics "Hot Spots" Act are to collect emission data, to identify facilities having localized impacts, to ascertain health risks, to notify nearby residents of significant risks, and to reduce those significant risks to acceptable levels.

Table 4.2-1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	No Separate State Standard		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m³)	–	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m³)		9 ppm (10 mg/m³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemi-luminescence	100 ppb (188 µg/m³)	–	Gas Phase Chemi-luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3 Hour	–		–	0.5 ppm (1,300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead[12,13]	30 Day Average	1.5 µg/m³	Atomic Absorption	–	–	High Volume Sampler and Atomic Absorption
	Calendar Quarter	–		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	–		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chroma-tography			

See footnotes on next page.

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

[1] California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.

[8] On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

[9] On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standards of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

[10] To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

[11] On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[12] The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[13] The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

[14] In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

SOURCE: CARB 2016.

The Children's Environmental Health Protection Act, California Senate Bill 25 (Chapter 731, Escutia, Statutes of 1999), focuses on children's exposure to air pollutants. The act requires CARB to review its air quality standards from a children's health perspective, evaluate the statewide air monitoring network, and develop any additional air toxic control measures needed to protect children's health. Locally, toxic air pollutants are regulated through the SDAPCD's Regulation XII. Of particular concern statewide are diesel-exhaust particulate matter emissions. Diesel-exhaust particulate matter was established as a TAC in 1998, and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program.

Following the identification of diesel particulate matter (DPM) as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from DPM. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (CARB 2000). A stated goal of the plan is to reduce the statewide cancer risk arising from exposure to DPM by 85 percent by 2020. To monitor the effectiveness of these efforts, CARB has supported field campaigns that measure real-world emissions from heavy-duty vehicles, and results indicate that regulations aimed at reducing emissions of DPM have been successful.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (CARB 2005). The handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the handbook is not regulatory or binding on local agencies and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to this study, the CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles/day should be avoided when possible.

As an ongoing process, CARB will continue to establish new programs and regulations for the control of diesel particulate and other air-toxics emissions as appropriate. The continued development and implementation of these programs and policies will ensure that the public's exposure to DPM will continue to decline.

d. State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and

previously submitted plans, programs (such as air quality management plans, monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The SDAPCD is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The SIP plans for San Diego County specifically include the Redesignation Request and Maintenance Plan for the 1997 National Ozone Standard for San Diego County (2012), and the 2004 Revision to the California State Implementation Plan for Carbon Monoxide – Updated Maintenance Plan for Ten Federal Planning Areas.

e. San Diego Air Pollution Control District

The SDAPCD prepared the original 1991/1992 Regional Air Quality Strategy (RAQS) in response to requirements set forth in the California CAA (SDAPCD 1992). The California CAA requires areas that are designated state non-attainment areas for ozone, CO, SO_2, and NO_2 prepare and implement plans to attain the standards by the earliest practicable date. The California CAA does not provide guidance on timing or requirements for attaining the state PM_{10} and $PM_{2.5}$ standards. Attached as part of the RAQS are the Transportation Control Measures (TCMs) adopted by the San Diego Association of Governments (SANDAG). Updates of the RAQS and corresponding TCM are required every three years. The RAQS and TCM set forth the steps needed to accomplish attainment of NAAQS and CAAQS. The most recent update of the RAQS and TCM occurred in 2016 (SDAPCD 2016).

4.2.1.2 Existing Air Quality in the Project Area

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB or federal standards set by the EPA. The SDAPCD maintains 11 air quality monitoring stations located throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these stations. Measurements are then used by scientists to help forecast daily air pollution levels.

The Chula Vista monitoring station located at 80 East J Street, approximately two miles south of the project site, is the nearest station to the project site. The Chula Vista monitoring station measures ozone, NO_2, PM_{10}, and $PM_{2.5}$. Table 4.2-2 provides a summary of measurements collected at the Chula Vista monitoring station for the years 2014 through 2018.

Table 4.2-2
Summary of Air Quality Measurements Recorded at the Chula Vista Monitoring Station

Pollutant/Standard	2014	2015	2016	2017	2018
Ozone					
Federal Max 8-hr (ppm)	0.072	0.066	0.068	0.074	0.064
Days 2015 Federal 8-hour Standard Exceeded (0.07 ppm)	1	0	0	1	0
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0
State Max 8-hr (ppm)	0.072	0.067	0.069	0.075	0.065
Days State 8-hour Standard Exceeded (0.07 ppm)	1	0	0	1	0
Max. 1-hr (ppm)	0.093	0.088	0.073	0.085	0.076
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	0
Nitrogen Dioxide					
Max 1-hr (ppm)	0.055	0.049	0.054	0.057	0.052
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0	0	0
Annual Average (ppm)	0.011	0.010	0.009	--	0.009
PM_{10}*					
Federal Max. Daily ($\mu g/m^3$)	38.0	46.0	48.0	59.0	45.0
Measured Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0	0	0	0	0
Calculated Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	0.0	0.0	0.0	0.0	0.0
Federal Annual Average ($\mu g/m^3$)	22.9	19.7	21.6	21.4	20.7
State Max. Daily ($\mu g/m^3$)	39.0	45.0	48.0	61.0	45.0
Measured Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0	0	0	1	0
Calculated Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)	0.0	0.0	0.0	6.5	--
State Annual Average ($\mu g/m^3$)	23.4	19.8	21.8	21.7	--
$PM_{2.5}$*					
Federal Max. Daily ($\mu g/m^3$)	26.5	33.5	23.9	42.7	41.9
Measured Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0	0	0	1	1
Calculated Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)	0.0	0.0	0.0	--	2.7
Federal Annual Average ($\mu g/m^3$)	9.2	8.3	8.7	--	9.9
State Max. Daily ($\mu g/m^3$)	26.5	33.5	23.9	42.7	41.9
State Annual Average ($\mu g/m^3$)	9.3	8.4	8.7	--	10.0

SOURCE: CARB 2020.
ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; -- = Not available.
* Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

4.2.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact related to air quality would occur if the project would:

1) Conflict with or obstruct implementation of the applicable air quality plan;

2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard;

3) Expose sensitive receptors to substantial pollutant concentrations; or

4) Result in other emissions such as those leading to odors adversely affecting a substantial number of people.

The SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under CEQA. However, the SDAPCD does specify Air Quality Impact Analysis (AQIA) trigger levels for new or modified stationary sources (SDAPCD Rules 20.2 and 20.3). These trigger levels do not generally apply to construction, mobile sources, or general land development projects; however, for comparative purposes, these levels are used to evaluate the increased emissions that would be discharged to the SDAB if the project is approved. SDAPCD Rules 20.2 and 20.3 do not specify thresholds for reactive organic gases (ROG). However, rule 20.1 equates ROG and oxides of nitrogen (NO_X) emissions and applies the same limitation on ROG and NO_X emissions in ozone non-attainment areas, therefore, the ROG threshold is set equal to the NO_X threshold. The air quality thresholds used in this analysis are shown in Table 4.2-3.

Table 4.2-3
Air Quality Impact Analysis Trigger Levels

Pollutant	Emission Rate (pounds/hour)	Emission Rate (pounds/day)	Emission Rate (tons/year)
NO_x	25	250	40
SO_x	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
ROG	--	250	--
$PM_{2.5}$	--	67	10
SOURCE: SDAPCD, Rules 20.1, 20.2, 20.3			

4.2.3 Issue 1: Air Quality Plan Implementation

Would the project conflict with or obstruct the implementation of the applicable air quality plan?

4.2.3.1 Impact Analysis

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 non-attainment 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 ROG and NOx, 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, in conjunction with the TCM, were most recently adopted in 2016 as the air quality plan for the region (SDAPCD 2016).

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in General Plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the General Plan would not conflict with the RAQS. In the event that a project proposes development that would generate less traffic, population, or employment than anticipated by 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.

A General Plan Amendment is proposed to change the existing General Plan designation of the CarMax portion of the project parcel from Major Mixed-Use to Service Commercial. The Major Mixed-Use designation allows for a variety of uses including low to mid-rise multiple-family dwellings, retail, restaurants, personal services, professional and administrative offices, public and quasi-public uses, and similar compatible uses. The Service Commercial designation provides for intensive commercial activities, specialized service establishments, and other compatible uses. Light manufacturing, wholesaling, and distribution uses are restricted to those that can be operated in a clean and quiet manner. According to SANDAG's *(Not So) Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, mixed-use projects have trip generation rates ranging from 200 trips per acre for all residential uses to 2,000 trips per acre for all commercial uses (SANDAG 2002). Using these rates, the 15.08-project parcel could generate 3,016 to 30,160 daily trips under the existing Major Mixed-Use land use designation. Based on a trip rate of 50 trips per 1,000 square feet (SANDAG 2002), the 18,774-square-foot CarMax facility would generate 939 daily trips. This would be less than the number of trips that could be generated by the project parcel under the existing Major Mixed-Use land use designation. Therefore, the project would not exceed the RAQS emissions budgets. Additionally, the project would not add housing. Although the project

would create new jobs, it is assumed that these would be filled by the local labor force rather than require relocation of workers from outside the region. Therefore, the project would be consistent with the growth projections for the region and would not obstruct or conflict with the implementation of the RAQS.

4.2.3.2 Significance of Impacts

The project would generate fewer trips than are currently accounted for in the RAQS and would be consistent with growth projections for the region. Therefore, the project would not obstruct or conflict with the implementation of the RAQS, and impacts would be less than significant.

4.2.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.4 Issue 2: Criteria Pollutants

Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

4.2.4.1 Impact Analysis

The region is classified as attainment for all criterion pollutants except ozone, PM_{10}, and $PM_{2.5}$. The SDAB is non-attainment for the 8-hour federal and state ozone standards. Ozone is not emitted directly, but is a result of atmospheric activity on precursors. NO_X and ROG are known as the chief "precursors" of ozone. These compounds react in the presence of sunlight to produce ozone. $PM_{2.5}$ includes fine particles that are found in smoke and haze, and are emitted from all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and certain industrial processes. PM_{10} includes both fine and coarse dust particles, and sources include crushing or grinding operations and dust from paved or unpaved roads.

a. Construction Emissions

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

- Fugitive dust from grading 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.

Construction emissions were modeled with construction activities beginning in January 2021. Primary inputs are the numbers of each piece of equipment and the length of each construction stage. Specific construction phasing and equipment parameters are not available at this time. However, CalEEMod can estimate the required construction equipment when project-specific information is unavailable. The estimates are based on surveys, performed by the 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. Air 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 construction would occur in five stages: site preparation, grading/excavation, building construction, paving, and architectural coatings. Site grading would require a net import of approximately 166,379 cubic yards.

Table 4.2-4 shows the total projected construction maximum daily emission levels for each criteria pollutant.

Table 4.2-4
Summary of Worst-case Construction Emissions
(pounds per day)

	Pollutant					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Site Preparation	4	41	22	<1	20	12
Grading	4	66	27	<1	11	5
Building Construction	3	24	23	<1	3	1
Paving	2	11	15	<1	1	1
Architectural Coatings	15	1	3	<1	<1	<1
Maximum Daily Emissions	**13**	**66**	**27**	**<1**	**20**	**12**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*

Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD rules and regulations. Fugitive dust emissions were calculated

using CalEEMod default values, and did not take into account the required dust control measures. Thus, the emissions shown in Table 4.2-4 are conservative.

For assessing the significance of the air quality emissions resulting during construction of the project, the construction emissions were compared to the significance thresholds shown in Table 4.2-4. As shown, maximum daily construction emissions are projected to be less than the applicable thresholds for all criteria pollutants.

b. Operation Emissions

Mobile source emissions would originate from traffic generated by the project. Area source emissions would result from the use of natural gas consumer products, and landscaping activities, as well as applying architectural coatings.

Mobile source operational emissions are based on the trip rate, trip length for each land use type and size. As described in Section 4.2.3.1 above, the 18,774-square-foot CarMax facility would generate 939 daily trips. Based on regional data compiled by CARB as part of the emission factor model (EMFAC2017), the average regional trip length for all trips in San Diego County for the soonest operational year of 2022 is 7.48 miles (CARB 2017a). Default vehicle emission factors for year 2022 were used.

Area source emissions associated with the project include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, the project would not include hearths or woodstoves.

Consumer products are chemically formulated products used by household and institutional consumers, including, but not limited to, detergents, cleaning compounds, polishes, floor finishes, disinfectants, sanitizers, and aerosol paints but not including other paint products, furniture coatings, or architectural coatings. Emissions due to consumer products are calculated using total building area and product emission factors.

Emissions are generated from the combustion of natural gas used in space and water heating. Emissions are based on the Residential Appliance Saturation Survey which is a comprehensive energy use assessment that includes the end use for various climate zones in California.

For architectural coatings, emissions result from evaporation of solvents contained in surface coatings such as in paints and primers. Emissions are based on the building surface area, architectural coating emission factors, and a reapplication rate of 10 percent of area per year.

Landscaping maintenance includes fuel combustion emission from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers as well as air compressors, generators, and pumps. Emission calculations take into account building area, equipment emission factors, and the number of operational days (summer days).

Table 4.2-5 provides a summary of the operational emissions generated by the project. As shown, project-generated emissions are projected to be less than the City's significance thresholds for all criteria pollutants.

Table 4.2-5
Summary of Project Operational Emissions
(pounds per day)

	Pollutant					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources	1	<1	<1	0	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	4	9	<1	2	1
Total	**2**	**4**	**9**	**<1**	**2**	**1**
Significance Threshold	*250*	*250*	*550*	*250*	*100*	*67*
Note: Totals may vary due to independent rounding.						

4.2.4.2 Significance of Impacts

As shown in Tables 4.2-4 and 4.2-5, emissions of ozone precursors (ROG and NO_X), PM_{10}, and $PM_{2.5}$ from construction and operation would be below the City's thresholds of significance. These thresholds were developed based on the CAA de minimis level, which are designed to provide limits below which project emissions from an individual project would not significantly affect regional air quality or the timely attainment of the NAAQS and CAAQS. Therefore, the project would not result in a cumulatively considerable net increase in emissions of ozone, PM_{10}, or $PM_{2.5}$, and impacts would be less than significant.

4.2.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.5 Issue 3: Sensitive Receptors

Would the project expose sensitive receptors to substantial pollutant concentrations?

4.2.5.1 Impact Analysis

Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Residential land uses are located northeast of the project site across Sweetwater Road, and north/northwest of the project site across SR-54.

a. Diesel Particulate Matter – Construction

Construction of the project would result in the generation of diesel-exhaust particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading and excavation, paving, and other 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. Construction of the project would occur over an 18 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 with 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 (OEHHA), 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 18 months, the exposure would be five percent of the total exposure period used for health risk calculation.

Therefore, DPM generated by project construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of noncarcinogenic toxic air contaminants that exceed a Hazard Index greater than 1 for the Maximally Exposed Individual. Additionally, with ongoing implementation of 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 over the years as the project construction continues. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentrations.

CARB has provided guidelines for the siting of land uses near heavily traveled roadways. The CARB guidelines indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. However, the project does not propose sensitive uses.

b. Carbon Monoxide Hot Spots

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 CAA.

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 Sacramento Metropolitan Air Quality Management District developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010 that states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. This analysis conservatively assesses potential CO hot spots using the Sacramento Metropolitan Air Quality Management District screening

threshold of 31,600 vehicles per hour. With buildout of the project, intersection turning volumes would be significantly less than this screening level. Therefore, the project is not anticipated to result in a CO hot spot.

4.2.5.2 Significance of Impacts

Project construction would not expose sensitive receptors to substantial pollutant concentrations and does not propose any sensitive uses. Additionally, the project would not result in a CO hot spot. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

4.2.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.2.6 Issue 4: Odors

Would the project result in other emissions such as those leading to odors adversely affecting a substantial number of people?

4.2.6.1 Impact Analysis

The project does not include heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses to the northeast and to the north/northwest on the opposite side of State Route 54; however, exposure to odors associated with project construction would be short-term and temporary in nature. Once operational, the project would not be a significant source of odors. Therefore, the project would not result in other emissions such as those leading to odors adversely affecting a substantial number of people, and impacts would be less than significant.

4.2.6.2 Significance of Impacts

The project would not create objectionable odors that would affect a substantial number of people. Impacts would be less than significant.

4.2.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.3 Biological Resources

This section addresses potential project impacts to biological resources and is based on a review of the following technical document included as an appendix to the environmental impact report (EIR):

- National City CarMax Project Biological Technical Report prepared by ICF International (Appendix C; ICF International 2019).

The Biological Technical Report includes a number of appendices that provide detailed biological information to support the analysis, including a Jurisdictional Delineation Report, a Wetland California Rapid Assessment Method (CRAM) Analysis Report, and Focused Survey results for Least Bell's Vireo, Southwestern Willow Flycatcher, and Coastal California Gnatcatcher.

4.3.1 Existing Conditions

Surveys, assessments, and literature reviews were conducted in 2015 to identify and evaluate biological resources within the biological study area. Additional surveys were conducted in 2017 and a field verification was conducted with the United States Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB) in 2018. For the purposes of analysis, ICF created a biological study area (BSA) that consists of the project's proposed development footprint and a 100-foot buffer. In total, the BSA covers approximately 27.93 acres, which encompasses the entirety of the project parcel and Offsite Area. Details on the methodologies for the surveys, assessments, and literature reviews conducted for the project are provided in Appendix C.

4.3.1.1 Vegetation Communities

Fifteen vegetation communities and land cover types were mapped within the 27.93- acre BSA (Figure 4.3-1). The acreage of each vegetation community within the BSA is listed in Table 4.3-1. Overall, habitat quality is low due a number of factors, including the presence of a high cover of non-native, invasive plant species; homeless human encampments; feral domestic animals; and habitat isolation from development or transportation infrastructure on three sides of the project boundaries. However, the project contains jurisdictional waters and riparian habitat and is directly adjacent to high-quality riparian habitat on the southwestern border, which also functions as an important regional wildlife corridor.

Map Source: ICF

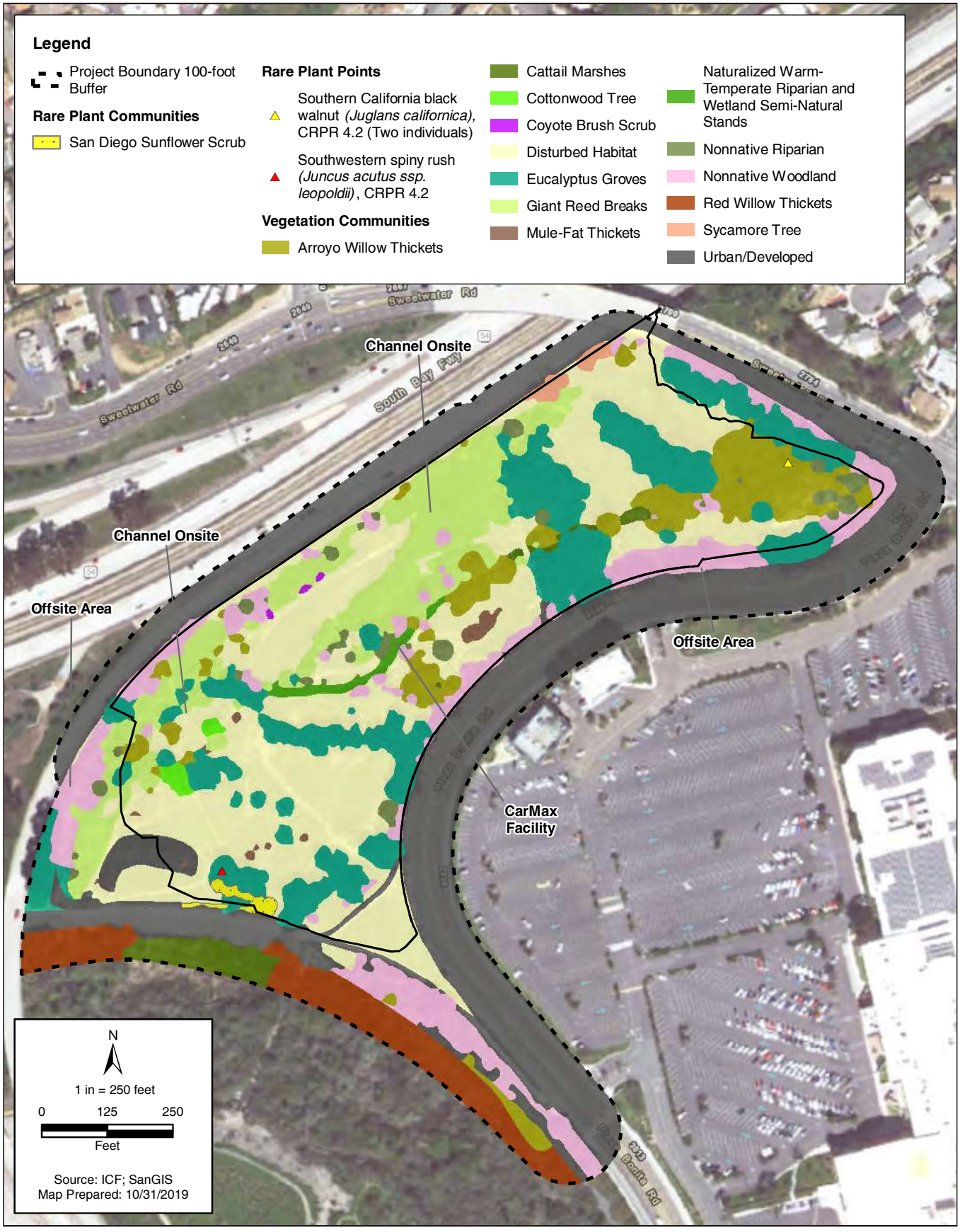

FIGURE 4.3-1
Existing Vegetation Communities and Rare Plants

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Table 4.3-1 Vegetation Communities and Land Cover Types Occurring within the BSA (acres)				
Vegetation Communities and Land Cover Types	Development Footprint	Offsite Area	Buffer	BSA
Native Vegetation Communities				
Arroyo Willow Thickets	1.49	0.07	0.13	1.69
Cattail Marshes	0.07	0.00	0.36	0.43
Cottonwood Tree	0.08	0.00	0.00	0.08
Coyote Brush Scrub	0.02	0.00	0.00	0.02
Mule Fat Thickets	0.09	0.00	0.00	0.09
Red Willow Thickets	0.00	0.00	1.26	1.26
San Diego Sunflower Scrub	0.08	0.00	0.03	0.10
Sycamore Tree	0.00	0.08	0.03	0.11
Non-native Vegetation Communities				
Disturbed Habitat	6.04	0.47	0.36	6.87
Eucalyptus Groves	2.90	0.07	0.70	3.67
Giant Reed Breaks	1.89	0.66	0.02	2.57
Naturalized Warm-Temperate Riparian and Wetland	0.14	0.00	0.00	0.14
Non-native Riparian	0.28	0.08	0.00	0.36
Non-native Woodland	0.82	0.28	1.30	2.40
Urban/Developed	0.24	0.21	7.69	8.14
Total	**14.13**	**1.92**	**11.88**	**27.93**
NOTE: Totals may vary from sum of reported values due to rounding of decimal places. BSA = biological study area				

a. Arroyo Willow Thickets

Approximately 1.69 acres of the BSA are composed of arroyo willow thickets. Areas supporting this vegetation community are dominated by arroyo willow (*Salix lasiolepis*) and other willows such as Goodding's willow (*Salix gooddingii*) and red willow (*Salix laevigata*). In addition, this vegetation community supports native species such as mule fat (*Baccharis salicifolia*), southern California black walnut (*Juglans californica*), western ragweed (*Ambrosia psilostachya*), and mugwort (*Artemisia douglasiana*). Non-native species within this vegetation community include Canary Island date palm (*Phoenix canariensis*), Mexican fan palm (*Washingtonia robusta*), tree of heaven (*Ailanthus altissima*), and Brazilian pepper tree (*Schinus terebinthifolius*). The majority of this vegetation community is distributed along the intermittent channels that traverse the BSA.

b. Cattail Marshes

Approximately 0.43 acre of the BSA is composed of cattail marshes. Areas supporting this vegetation community are dominated by cattail (*Typha latifolia*). Other species present within this community include bulrush (*Schoenoplectus americanus*), California bulrush (*Schoenoplectus californicus*), mugwort, and bristly ox-tongue (*Helminthotheca echioides*). This vegetation community occurs in several small patches along the intermittent drainage channels that traverse the BSA.

c. Cottonwood Trees

Approximately 0.08 acre of cottonwood trees occurs in the southwestern portion of the BSA. Areas supporting this vegetation community are dominated by black cottonwood (*Populus balsamifera*). The understory of this community consisted of non-native grasses and herbs such as rip-gut brome (*Bromus diandrus*), garland chrysanthemum (*Glebionis coronaria*), and Bermuda grass (*Cynodon dactylon*).

d. Coyote Brush Scrub

Approximately 0.02 acre of coyote brush scrub occurs in the southwestern portion of the BSA. Areas supporting this vegetation community are dominated by coyote brush (*Baccharis pilularis*). Additional species present include garland chrysanthemum, hottentot fig (*Carpobrotus edulis*), and rip-gut brome.

e. Mule Fat Thickets

Approximately 0.09 acre of the BSA is composed of mule fat thickets. Areas supporting this vegetation community are dominated by mule fat but may also include species from adjacent vegetation communities. This community is chiefly associated with the drainage channels in the BSA, but several patches are located in the upland portions of the BSA and not associated with a drainage feature.

f. Red Willow Thickets

Approximately 1.26 acre of the buffer area adjacent to the Sweetwater River is composed of red willow thickets. Areas supporting this vegetation community are dominated by red willow and other willows such as Goodding's willow. In addition, this vegetation community supports native species such as mule fat, western ragweed (*Ambrosia psilostachya*), and mugwort. Non-native species within this vegetation community include Canary Island date palm, Mexican fan palm, tree of heaven, and Brazilian pepper tree.

g. San Diego Sunflower Scrub

Approximately 0.10 acre of the BSA is composed of San Diego Sunflower Scrub. This vegetation community is dominated by San Diego sunflower. Additional plants within this vegetation community include brittlebush (*Encelia farinosa*), garland chrysanthemum, and rip-gut brome. This vegetation community occurs in two small patches in the southern portion of the BSA and has an overstory of eucalyptus (*Eucalyptus polyanthemos/globulus*).

h. Sycamore Trees

Approximately 0.11 acre of sycamore trees occurs in the northwestern portion of the BSA. This vegetation community is dominated by western sycamore (*Platanus racemosa*). Additional plants within this vegetation community include garland chrysanthemum, wild radish (*Raphanus sativa*) and rip-gut brome.

i. Disturbed Habitat

Approximately 6.87 acres of the BSA are composed of disturbed habitat. These areas consist of bare ground in the form of footpaths and other previously disturbed areas that are dominated by ruderal non-native species such as garland chrysanthemum, Russian thistle (*Salsola tragus*), wild oats (*Avena* sp.), and rip-gut brome. This vegetation community occurs throughout the upland portions of the BSA.

j. Eucalyptus Groves

Approximately 3.65 acres of the BSA are dominated by eucalyptus groves. This vegetation community is dominated by Tasmanian blue gum (*Eucalyptus globulus*) and silver dollar gum (*Eucalyptus polyanthemos*). This vegetation community is present throughout the upland portions of the BSA.

k. Giant Reed Breaks

Approximately 2.59 acres of the BSA are composed of giant reed breaks. Areas supporting this vegetation community are dominated by giant reed (*Arundo donax*). Additional plants present within this vegetation type include rip-gut brome, hottentot fig, castor bean (*Ricinus communis*), tamarisk (*Tamarix ramosissima*), and Bermuda grass. The majority of this vegetation type occurs along the drainage channels in the northwestern portion of the BSA.

l. Naturalized Warm-Temperate Riparian and Wetland Semi-Natural Stands

Approximately 0.14 acre of the BSA is composed of naturalized warm-temperate riparian and wetland semi-natural stands. Areas supporting this vegetation community contain a variety of herbaceous grasses and forbs including rabbit's-foot grass (*Polypogon monspeliensis*), tall flat sedge (*Cyperus eragrostis*), perennial rye grass (*Festuca perennis*), curly dock, bristly ox-tongue, and Bermuda grass. Small intermittent patches of cat-tail and bulrush occur throughout the vegetation type. This vegetation type occurs within the drainage channel in the central portion of the BSA.

m. Non-native Riparian

Approximately 0.37 acre of the BSA is composed of non-native riparian vegetation community. This community consists of several woody and herbaceous non-native species including tamarisk, Mexican fan palm, Canary Island date palm, Shamel ash (*Fraxinus uhdei*), Brazilian pepper tree, and castor bean. Herbaceous species can include wild radish, white sweet clover (*Melilotus albus*), curly dock, bristly ox-tongue, and smilo grass (*Stipa miliaceum*). This vegetation community occurs in several small patches throughout the riparian portions of the BSA.

n. Non-native Woodland

Approximately 2.93 acres of the BSA is composed of non-native woodland. The non-native woodland vegetation community consists of several non-native species including Brazilian pepper tree, bottlebrush tree, tree of heaven, acacia, and Mexican fan palm. Herbaceous species include garland chrysanthemum, western ragweed, wild radish, smilo grass, rip-gut brome, perennial rye grass, and Bermuda grass. This vegetation community occurs throughout the upland portions of the BSA.

o. Urban/Developed

Approximately 8.14 acre of the BSA is composed of urban/developed lands. This land use consists of paved pedestrian paths, rip-rap, and box culverts. The majority of the Urban/Developed lands are located in the southern portion of the BSA.

4.3.1.2 Sensitive Plant Species

No federally or state listed plant species are expected to occur within the BSA and none were detected during surveys. Three plant species considered sensitive by the California Native Plant Society (CNPS) were detected within the BSA (see Figure 4.3-1) and are discussed below.

a. San Diego Sunflower

San Diego sunflower (*Bahiopsis laciniata*) is considered a CNPS Rank 4.2 species. This small- to medium-sized shrub occurs on clay soils within chaparral and coastal sage scrub on south-facing slopes from Orange County south to Baja California and Sonora, Mexico. Several small patches of this species were detected within coastal sage scrub habitat near the western edge of the BSA.

b. Southern California Black Walnut

Southern California black walnut (*Juglans californica*) is considered a CNPS Rank 4.2 species and ranges from Ventura County south to San Diego County. This species is a deciduous tree found in alluvial habitats including chaparral, costal scrub, cismontane woodland, and riparian woodland. Southern California black walnut is found in the northeastern portion of the BSA in an area of arroyo willow thickets.

c. Southwestern Spiny Rush

Southwestern spiny rush (*Juncus acutus* ssp. *leopoldii*), which is a CNPS Rank 4.2 species, ranges from southern California south to Baja California, Mexico. Coastal salt marsh, brackish marsh, and alkaline meadows are all suitable habitat for this species (Reiser 2001). Southwestern spiny rush is found near the western edge of the BSA in a low lying area of disturbed habitat.

4.3.1.3 Special Status Wildlife Species

A total of 38 wildlife species were detected within the BSA and an additional 300-foot survey area buffer including 35 bird species and 3 mammal species. Based on searches of the California Natural Diversity Database, 47 special status wildlife species are known from the project vicinity. Of these 47 special status wildlife species, three have a moderate potential to occur and two were detected within the BSA and within the additional 300-foot survey area buffer. These species include least bell's vireo (LBV), southwestern willow flycatcher (SWFL), and coastal California gnatcatcher (CAGN), all federally listed wildlife species with a moderate potential to occur, but not observed. Yellow-breasted chat and yellow warbler, were both observed within the biological study area and/or the biological study area plus the additional 300-foot survey area buffer. In addition, previous detections of light-footed Ridgway's rail (*Rallus obsoletus levipes*) are documented off-site to the southwest of the BSA within the Sweetwater River. Observations of these species are presented in Figure 4.3-2. The remaining 43 special status wildlife species known from the project vicinity have a probability of "low" or are not reasonably expected to have potential to occur within the BSA and are therefore not discussed further in this document.

a. Observed

Yellow-breasted chat is a CDFW Species of Special Concern. This species is typically found in second growth, shrubby old pastures, thickets, brushy areas, scrub, woodland undergrowth, and fence rows. Yellow-breasted chat is often found in low, wet places near streams, pond edges, or swamps. Nesting yellow-breasted chats occupy early successional riparian habitats with a well-developed shrub layer and an open canopy. Suitable foraging and nesting habitat for yellow-breasted chat occurs within riparian, mule fat, and southern willow scrub habitats within the biological study area and the additional 300-foot survey area buffer. Yellow-breasted chat was observed in riparian habitat at the southwestern terminus of the 300-foot survey area buffer during focused LBV and SWFL surveys (see Figure 4.3-2).

Yellow warbler is a CDFW Species of Special Concern. This species nests in mature riparian woodland from coastal and desert lowlands up to 8,000 feet in elevation. Yellow warbler prefers to nest in mature cottonwood, willow, alder, and ash trees. This species frequents open to medium-density woodlands and forests with a heavy brush understory in breeding season. Suitable foraging and nesting habitat for yellow warbler occurs within riparian, mule fat, and southern willow scrub habitats within the biological study area and the additional 300-foot survey buffer. Yellow warbler was observed in riparian habitat during focused LBV and SWFL surveys in the biological study area and the additional 300-foot survey area buffer (see Figure 4.3-2).

Map Source: ICF

FIGURE 4.3-2
Wildlife Observations

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b. Not Observed

Least Bell's vireo is a small, migratory insect gleaner that breeds in mid- to southern California and northern Baja California, with the majority in San Diego County. The LBV was listed by the California Department of Fish and Game (now Wildlife) Commission as state endangered in 1980 and as federally endangered in 1986 with critical habitat for this species designated in 1994. This species selects dense vegetation in riparian zones for nesting. Due to presence of suitable foraging and breeding habitat within the biological study area, focused surveys were conducted for LBV. No LBV were detected during the 2015 surveys. LBV presence was previously documented within the Sweetwater River adjacent to the project in 2003, 2006, and 2010 (CDFW 2017a, USFWS 2016).

Southwestern willow flycatcher (*Empidonax traillii*) occurs in riparian habitats along rivers, streams, or other wetlands, where dense growths of willows, mule fat, arrowweed (*Pluchea* spp.), or other plants are present, often with a scattered overstory of cottonwood (*Populus* spp.). The SWFL as a whole was given protection by the state of California as an endangered species on December 3, 1990, and the SWFL subspecies (*Empidonax traillii extimus*) was federally listed as an endangered species effective March 29, 1995 with critical habitat designated in 2005. Due to presence of suitable foraging and breeding habitat occurring within the biological study area, focused surveys were conducted for SWFL. No SWFL or were detected during the 2015 protocol surveys. SWFL protocol surveys conducted in 2006 by Glenn Lukos and Associates (GLA) were negative (GLA 2006).

Coastal California gnatcatcher is a California Department of Wildlife (CDFW) Species of Special Concern and was listed as federally threatened in 1993 with critical habitat for this species designated in 2000. CAGN generally inhabits Diegan coastal sage scrub and Riversidian coastal sage scrub dominated by coastal sagebrush and California buckwheat, generally below 1,500 feet in elevation along the coastal slope. Due to the presence of suitable foraging and breeding habitat (total of 0.12 acre comprised of coyote brush scrub and San Diego sunflower scrub) in the study area for CAGN, focused surveys were conducted. Suitable habitat within the BSA is disturbed and occurs only as small patches that may not be large enough to support this species. No CAGN were detected during protocol surveys. CAGN protocol surveys conducted in 2006 by GLA were negative (GLA 2006); however, a foraging juvenile was detected in 2006 on two occasions during protocol surveys for LBV and SWFL. Previous surveys for the Ridgway's rail in the adjacent Sweetwater River noted incidental observation of the CAGN. Other observations of CAGN in the adjacent Sweetwater River were made in 2002 and 2007 (USFWS 2016).

Light-footed Ridgway's rail is listed as endangered under the CESA, is designated as a State Fully Protected Species (CDFW 2017b), and was listed as federally endangered in 1970 (USFWS 2017). Formerly known as the light-footed clapper rail, this species is a permanent resident of coastal salt marsh traversed by tidal sloughs, usually characterized by cordgrass (*Spartina foliosa*) and pickleweed (*Salicornia* spp.; Grinnell and Miller 1944, USFWS 1994). They have also nested in cattail marsh characterized by cattails (*Typha* sp.) and bulrush (*Scirpus* sp.) at Buena Vista, Agua Hedionda, Batiquitos, San Elijo, and San

Dieguito lagoons in San Diego County (Zembal et al. 2016); and in spiny rush (*Juncus acutus*) at Naval Air Station (NAS) Point Mugu. They require shallow water and mudflats for foraging, with adjacent higher vegetation for cover during high water. The pair bond among light-footed Ridgway's rails endures throughout the season and often from year to year. Populations have undergone decline in the United States due to the rail's limited distribution and destruction and degradation of coastal salt marsh habitat. The statewide population in 2016 was reported to be 654 pairs in 18 marshes (Zembal et al. 2016), which represents the highest count since the statewide census began in 1980. Fifty percent of these pairs were found in two coastal salt marsh complexes at Upper Newport Bay and the Tijuana Marsh National Wildlife Refuge (NWR). Five other marshes–NAS Point Mugu, Batiquitos Lagoon, San Elijo Lagoon, Seal Beach NWR, and Kendall-Frost Marsh in Mission Bay–had between 16 and 70 pairs each, representing an additional 45 percent of the state total. The remaining 11 marshes had between 1 and 14 pairs, representing 5 percent of the state population.

Described as "formerly common in all coastal marshes" by Grinnell and Miller (1944), the light-footed Ridgway's rail has not been a common bird species at the Sweetwater Marsh over the past 20 years (Zembal et al. 2016). Eight pairs were present in 1996; one pair in 2003; four pairs in 2012, 2013, and 2014; and seven pairs in 2016 (Zembal et al. 2016).

Previous surveys conducted by the Sweetwater River Authority indicated the presence of one or two light-footed Ridgway's rails immediately south of the project site in the lower Sweetwater River channel; no date of the observations was presented in the source document (GLA 2006). There were no observations of light-footed Ridgway's rails on the project site during any of the biological surveys conducted by GLA in 2003, 2004, or 2006 (GLA 2006). Konecny Biological Services has surveyed the reach of the Sweetwater River between the BSA cattail marsh site and I-5 annually for the past 11 years. Three pairs were present in 2012, two pairs and a single male were present in 2011, one pair and one advertising male were present in 2010, two pairs in 2009, one pair in 2008, and one pair and an advertising female in 2007 (Konecny 2016). Except for surveys completed in 2013, 2015, and 2016, one pair has consistently been detected in within the cattail marsh patch by the existing bike path (Konecny 2016).

4.3.1.4 Wetlands

The jurisdictional delineation prepared for the project identified six features (feature 1, 1b, 2, 2b, 2c, and 3) of potential jurisdictional waters within the BSA. This includes 1.56 acres (3,100 linear feet) of waters potentially under USACE/RWQCB jurisdiction and 2.82 acres (3,100 linear feet) of waters potentially under CDFW jurisdiction. Based on negotiations with the RWQCB, waters of the State have been expanded wider than waters of the U.S. limits. These features meet the definition of potential waters of the U.S. and contain areas that meet the definition of a USACE wetland as regulated by USACE under Section 404 of the Clean Water Act (CWA). Consequently, these six features would be regulated by the RWQCB under Section 401 of the CWA and considered a Water of the State under the Porter-Cologne Act. In addition, these features meet the definition of an aquatic feature with a definable bed and banks that are regulated by CDFW under Sections 1600–1616 of

the California Fish and Game Code. All six features within the BSA originate from separate culverts and converge into one main feature (Feature 1), which then conveys flows to the Sweetwater River through a box culvert located at the southern boundary of the project site. The Sweetwater River then flows three miles before terminating at San Diego Bay, which is a direct tributary to the Pacific Ocean. The respective jurisdictional limits of these features are shown in Figures 4.3-3 and 4.3-4, and summarized in Table 4.3-2.

Table 4.3-2
Jurisdictional Delineation Results Summary

Drainage	Non-wetland Waters of the U.S./State (acres)	Wetland Waters of the U.S./State (acres)	Waters of the State RWQCB Only[1] (acres)	CDFW Un-vegetated Streambed (acres)	CDFW Riparian (acres)	U.S./State/ CDFW (linear feet)
Feature 1	0.50	0.47	--	0.40	1.63	1,809
Feature 1b	0.01	0.03	--	0.01	0.18	266
Feature 2	0.20	--	--	0.26	--	709
Feature 2b	0.01	--	--	0.01	--	55
Feature 2c	--	--	--			261
Feature 3	--	0.33	--	--	0.33	--
Waters of the State – RWQCB Only			1.68			
Total[2]	**0.73**	**0.83**	**1.68**	**0.68**	**2.14**	**3,100**

[1]Full RWQCB jurisdiction includes waters of the U.S. plus the waters of the State RWQCB only areas.
[2]Totals may vary from sum of reported values due to rounding of decimal places.

4.3.1.5 Wildlife Movement and Corridors

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

The project site is adjacent to open space and provides wildlife habitat but does not serve as a wildlife corridor that connects areas of open space. The BSA is surrounded by developed areas on the east and north and is bordered by a major freeway to the west. The southwestern border of the project site is located immediately adjacent to the Sweetwater River, which is an important undeveloped wildlife habitat area supporting native riparian vegetation communities and functions as an important regional wildlife corridor. The project site does provide wildlife habitat and provides for limited movement of animals in the local vicinity; however, beyond its adjacency to the Sweetwater River, it does not connect to any other suitable habitat areas and thus, does not act as a wildlife corridor. Additionally, the project site provides limited breeding and foraging habitat for wildlife due to the presence of homeless human encampments and regular disturbance.

Map Source: ICF

FIGURE 4.3-3

Existing USACE and RWQCB Jurisdictional Resources

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Map Source: ICF

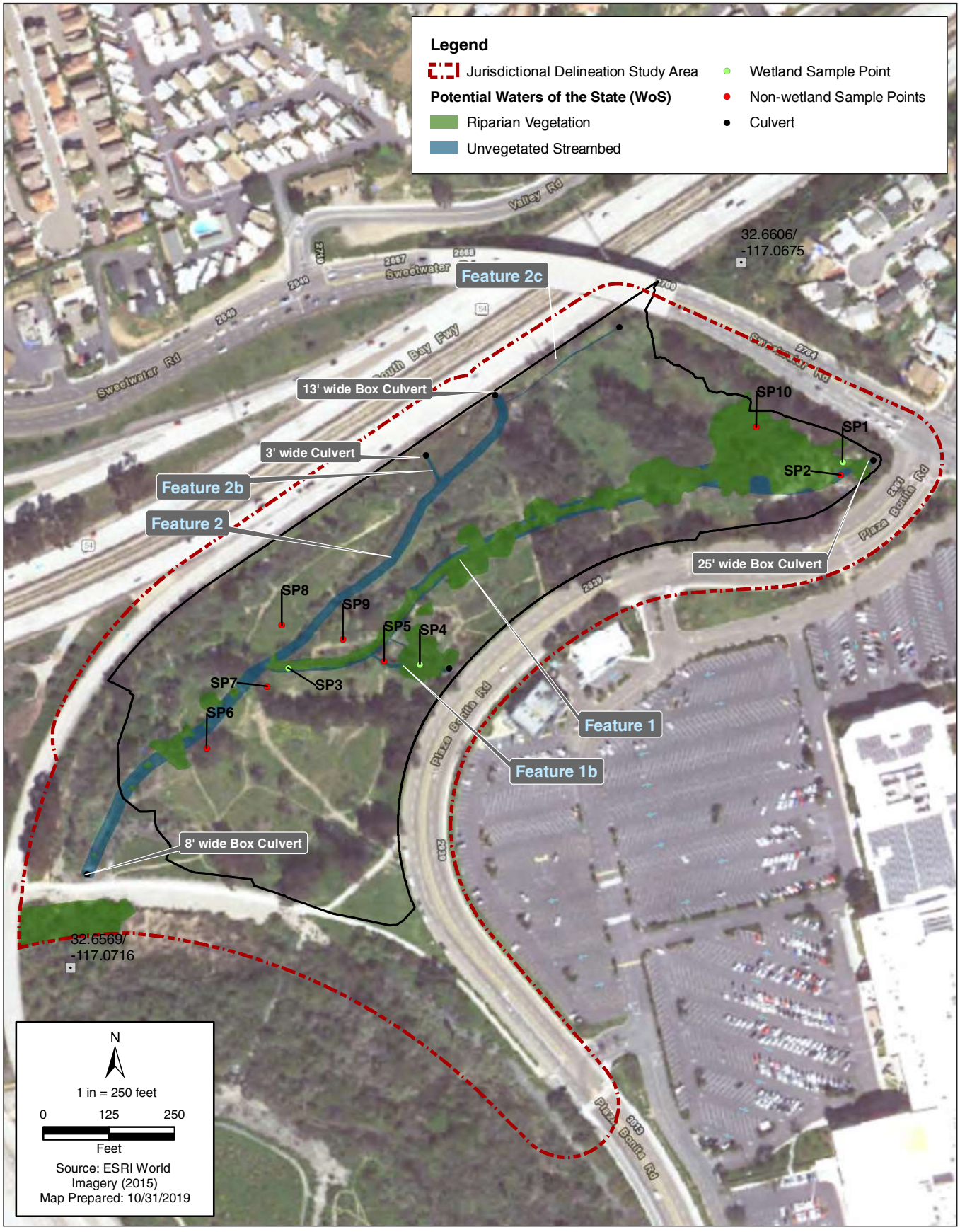

FIGURE 4.3-4
Existing CDFW Jurisdictional Resources

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4.3.1.6 Regulatory Framework

a. Federal Endangered Species Act

The federal Endangered Species Act (ESA) of 1973 (50 Code of Federal Regulations [CFR] 17) is aimed at the protection of plants and animals that have been identified as being at risk of extinction, and classified as either threatened or endangered. The federal ESA also regulates the "taking" of any endangered fish or wildlife species, per Section 9 of the ESA. As development is proposed, the responsible agency or individual landowners is required to submit to a formal consultation with the U.S. Fish and Wildlife Service (USFWS) to assess potential impacts to listed species (including plants) or its critical habitat as the result of a development project, pursuant to Sections 7 and 10 of the federal ESA. USFWS is required to make a determination as to the extent of impact to a particular species a project would have. If it is determined that potential impacts to a species would likely occur, measures to avoid or reduce such impacts must be identified. USFWS may issue an incidental take statement, following consultation and the issuance of a Biological Opinion.

b. Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The MBTA, which is enforced by the USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter, or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

c. Clean Water Act

Pursuant to Section 404 of the CWA, the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the U.S. (including wetlands), which include those waters listed in 33 CFR 328.3 (Definitions). USACE, with oversight from the U.S. Environmental Protection Agency (EPA), has the principal authority to issue CWA Section 404 permits. Pursuant to Section 401 of the CWA, the RWQCB certifies that the discharge shall comply with state water quality standards. RWQCB, as delegated by the EPA, has the principal authority to issue a CWA Section 401 water quality certification or waiver.

The National Pollutant Discharge Elimination System (NPDES) is the permitting program for discharge of pollutants into surface waters of the U.S. under Section 402 of the CWA. Substantial impacts to wetlands may require an Individual Permit. Projects that only minimally affect wetlands may meet the conditions of one of the existing Nationwide Permits. A water quality certification or waiver pursuant to Section 401 of the CWA is required for Section 404 permit actions.

Waters of the U.S., as defined in Code of Federal Regulations (CFR) title 33, section 328.3, includes the following.

(1) All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide;

(2) All interstate waters including interstate wetlands;

(3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:

(i) Which are or could be used by interstate or foreign travelers for recreational or other purposes; or

(ii) From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or

(iii) Which are used or could be used for industrial purpose by industries in interstate commerce;

(4) All impoundments of waters otherwise defined as waters of the United States under the definition;

(5) Tributaries of waters identified in paragraphs (1) through (4) of this section;

(6) The territorial seas;

(7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (1) through (6) of this section.

(8) Waters of the United States do not include prior converted cropland. Notwithstanding the determination of an area's status as prior converted cropland by any other Federal agency, for the purposes of the Clean Water Act, the final authority regarding Clean Water Act jurisdiction remains with EPA.

Waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA (other than cooling ponds as defined in 40 CFR 423.11(m) which also meet the criteria of this definition) are not waters of the United States.

The limit of USACE jurisdiction, excluding wetlands and tidal waters, is delineated using the Ordinary High Water Mark (OHWM), defined in CFR 328.3(e) as:

…that line on the shore established by the fluctuations of water and indicated by physical characteristics such as [a] clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of

litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

d. Executive Order 11988, Floodplain Management

Executive Order 11988 requires federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains, and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. This Executive Order provides an eight-step process that agencies carry out as part of their decision-making process for projects that have potential impacts to or within a floodplain.

e. Executive Order 11990, Protection of Wetlands

Pursuant to Executive Order 11990, each federal agency is responsible for preparing implementing procedures for carrying out the provisions of the Executive Order. The purpose of this Executive Order is to "minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands." Each agency, to the extent permitted by law, must avoid undertaking or providing assistance for any activity located in wetlands, unless the head of the agency finds that there is no practical alternative to such activity, and the proposed action includes all practical measures to minimize harm to wetlands that may result from such actions. In making this finding, the head of the agency may take into account economic, environmental, and other pertinent factors. Each agency must also provide opportunity for early public review of any plans or proposals for new construction in wetlands.

f. California Endangered Species Act

The California Endangered Species Act (CESA) prohibits the take of any fish, wildlife, or plant species listed as endangered or threatened, or designated as candidates for listing, under CESA. Take refers to the mortality or injury of the listed species itself and not the modification of listed species habitat. CESA contains a procedure for CDFW to issue a Section 2081 incidental take permit authorizing the take of listed and candidate species incidental to an otherwise lawful activity, subject to specified conditions, including that the impacts of the take are fully mitigated.

g. California Fish and Game Code – Lake or Streambed Alteration

Pursuant to Division 2, Chapter 6, Section 1602 of the California Fish and Game Code (CFGC), the CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream or lake that supports fish or wildlife. A Lake or Streambed Alteration Agreement Application must be submitted to CDFW for "any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake." CDFW has jurisdiction over riparian habitats associated with watercourses. Jurisdictional waters are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider.

CDFW jurisdiction does not include tidal areas or isolated resources. CDFW reviews the proposed actions and, if necessary, submits (to the applicant) a proposal that includes measures to protect affected fish and wildlife resources. The final proposal that is mutually agreed upon by CDFW and applicant is the Lake or Streambed Alteration Agreement. Additional details regarding regulatory guidance under CESA is provided in Appendix C.

h. Native Plant Protection Act

The Native Plant Protection Act was adopted in 1977 (California Fish and Game Code Sections 1900–1913) to preserve, protect, and enhance rare and endangered plants. CDFW is responsible for administering the Native Plant Protection Act, while the Fish and Wildlife Commission has the authority to designate native plants as "endangered" or "rare" and provide measures to avoid take.

i. Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act provides for statewide coordination of water quality regulations. The State Water Resources Control Board (SWRCB) was established as the statewide authority and nine separate RWQCBs were developed to oversee water quality on a day-to-day basis. The SWRCB regulates activities that would involve "discharging waste, or proposing to discharge waste, within any region that could affect waters of the state" (California Water Code 13260(a)), pursuant to provisions of the state Porter-Cologne Act. Waters of the U.S. are defined as "any surface water or groundwater, including saline waters, within the boundaries of the state" (California Water Code 13050(e)). Such waters may include waters not subject to regulation under Section 404 (i.e., isolated features). These waters may include isolated vernal pools, isolated wetlands, or other aquatic habitats not normally subject to federal regulation under Section 404 of the CWA.

j. Regional Water Quality Control Board

The RWQCB is the primary agency responsible for protecting water quality in California. The RWQCB regulates discharges to surface waters under the federal CWA and the California Porter-Cologne Water Quality Control Act. The RWQCB's jurisdiction extends to all waters of the State and to all waters of the U.S., including wetlands (isolated and non-isolated conditions). Through 401 Certification, Section 401 of the CWA allows the RWQCB to regulate any proposed federally permitted activity, which may affect water quality. Such activities include the discharge of dredged or fill material, as permitted by USACE, pursuant to Section 404 of the CWA. The RWQCB is required to provide "certification that there is reasonable assurance that an activity that may result in the discharge to waters of the U.S. will not violate water quality standards," pursuant to Section 401. Water Quality Certification must be based on the finding that proposed discharge will comply with applicable water quality standards. In addition, pursuant to the Porter-Cologne Water Quality Control Act, the state is given authority to regulate waters of the State, which are defined as any surface water or groundwater, including saline waters. As such, any person proposing to discharge waste into a water body that could affect its water quality must first file a Report of Waste Discharge if a Section 404 does not apply. "Waste" is partially defined

as any waste substance associated with human habitation, including fill material discharged into water bodies.

k. San Diego County Multiple Species Conservation Program

A small portion of the BSA is outside of National City and within unincorporated lands of San Diego County. This land is within the jurisdiction of the County's Multiple Species Conservation Program (MSCP) Subarea Plan, and is designated as Unincorporated Land within the Metro-Lakeside-Jamul Segment of the MSCP.

The MSCP, completed in 1998, is a program designed to balance development and protection of native habitat in southwestern San Diego. The MSCP is an agreement between the County of San Diego, USFWS, and CDFW, with a primary goal of conserving native species habitat areas and areas of biological importance while allowing property owners to develop other lands without engaging in state and federal environmental permit processes. Local jurisdictions implement the MSCP through subarea plans, which serve as multiple-species federal habitat conservation plans pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act and a state Natural Community Conservation Planning (NCCP) pursuant to the California NCCP Act of 1991 and the State Endangered Species Act. The Biological Mitigation Ordinance (BMO) provides the local regulatory basis for implementing the MSCP plans. The BMO includes specific project design criteria, designed to protect biological resources that must be incorporated into each project in order for the project to conform to the MSCP plan, along with specific provisions that address the need to protect important populations of rare and endangered species. All development projects that are not take-authorized must be in conformance with the MSCP through the BMO. National City is not a participating agency in the MSCP. Therefore, development within National City limits is not subject to the BMO nor is it required to demonstrate compliance with the MSCP. However, the small portion of the BSA that is within unincorporated San Diego County within the Metro-Lakeside-Jamul Segment of the MSCP would be subject to the BMO and would require concurrence by the County of San Diego biology staff. Additionally, a larger portion of the BSA has been identified as important as MSCP Linkage lands. This map layer also extends over lands owned by National City, which is not a participant in the MSCP.

4.3.2 Significance Determination Thresholds

Thresholds used to evaluate impacts to biological resources are based on applicable criteria in the CEQA Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Result in a substantial adverse impact, either directly or through habitat modifications, to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the CDFW or USFWS;

2) Result in a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS;

3) Result in a substantial adverse impact 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;

4) 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; or

5) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.

6) Potential conflicts with the provisions of an adopted habitat management plan (HMP), natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan is addressed in Section 4.9.5, Habitat Conservation Plans.

4.3.3 Issue 1: Sensitive Species

Would the project result in a substantial adverse impact, either directly or through habitat modifications, to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the CDFW or USFWS?

4.3.3.1 Impact Analysis

a. Plant Species

No federally or state listed plant species are expected to occur within the BSA and none were detected during surveys. Three plant species considered sensitive by the CNPS were detected within the BSA: San Diego sunflower, southern California black walnut, and southwestern spiny rush. Several small patches of San Diego sunflower were detected within the southern portion of the BSA. Two individuals of southern California black walnut were detected in the northeastern portion of the BSA in an area of arroyo willow thickets. In addition, several individuals of southwestern spiny rush were detected within the southern portion of the BSA. San Diego sunflower, southern California black walnut, and southwestern spiny rush are widespread in this portion of San Diego County, and therefore, loss of these few individual species would not be considered significant. Additionally, on-site salvage is proposed for willow trees, mule-fat, and other native wetland plants as possible to facilitate success of the proposed on-site restoration. Therefore, impacts to sensitive plant species would be less than significant.

b. Wildlife Species

Special Status Wildlife Species

Grading, clearing, and other construction-related activities would result in temporary and permanent impacts to these vegetation communities as detailed in Table 4.3-3 and shown on Figure 4.3-5. The project would impact 1.39 acres of riparian woodland habitat (arroyo willow thickets, cottonwood tree, mule fat thickets, red willow thickets, naturalized warm temperate riparian and wetland semi-natural stands, non-native riparian vegetation communities, and sycamore trees) known to support, or likely to support, sensitive wildlife species.

Focused protocol level surveys were conducted for SWFL (ESA endangered; CESA endangered); LBV (ESA endangered; CESA endangered); and CAGN (ESA threatened; CDFW Species of Special Concern) in 2015. No SWFL, LBV or CAGN were observed. However, LBV and CAGN have been observed adjacent to the BSA within the Sweetwater River during previous surveys. Focused protocol level surveys were conducted for light-footed Ridgway's rail in 2017; the species was documented adjacent to the project site within the cattail marsh patch by the existing bike path adjacent to the Sweetwater River. This population would be directly affected by removal of breeding and foraging habitat, and could be indirectly affected by construction activities. Although none of these species were observed within the project site, the project would impact 1.39 acres of riparian woodland habitat that may function as suitable habitat for LBV and CAGN. Additionally, this riparian woodland habitat is located near the cattail marsh habitat where light-footed Ridgway's rail was observed. Therefore, the project would impact habitat that may support state and federally listed wildlife species. This impact would be significant (**Impact BIO-1**).

Additionally, yellow-breasted chat and yellow warbler are CDFW Species of Special Concern that were observed in the biological study area during surveys in 2015. These species are associated with riparian woodland habitat that would be impacted by the project. However, based on the limited acreage of riparian woodland habitat that would be permanently impacted by the project (0.92 acre of permanently impact), this would not affect the regional long-term survival of the species. Additionally, the 0.47 acre of temporary impact would be revegetated and restored in the post-project condition. Thus, impacts to CDFW Species of Special Concern would be less than significant.

Raptors and Nesting Birds

The project could result in a loss of functional foraging habitat for raptors. Several raptor species were observed during the surveys and presumably use the site for foraging. The project would have direct, permanent and temporary impacts to 15.12 acres of native and non-native habitats. However, the reduction in foraging habitat is considered less than considered significant due to the degraded condition of the project site and the proximity of the Sweetwater River and availability of adjacent habitat within which raptors can forage and breed. Additionally, native habitat would be restored on-site.

Table 4.3-3
Permanent and Temporary Impacts to Vegetation Communities and Land Cover Types

Vegetation Communities and Land Cover Types	Project Boundary (Onsite)				Offsite Areas		Total Impacts for All Areas[4]		
	Access Road	CarMax Facilities	Channel Onsite[1]						
	Permanent Impact	Permanent Impact	Temporary Impact	Permanent Impact	Permanent Impact[2]	Temporary Impact	Permanent Impact	Temporary Impact	Total Impact[5]
Native Vegetation Communities									
Arroyo Willow Thickets	--	0.56	0.10	0.01	--	0.07	0.56	0.17	0.73
Cattail Marshes	--	0.07	--	--	--	--	0.07	--	0.07
Cottonwood Tree	--	--	--	--	--	--	--	--	0.00
Coyote Brush Scrub	--	--	0.02	--	--	--	--	0.02	0.02
Mule-Fat Thickets	--	0.07	<0.01	--	--	<0.01	0.07	0.01	0.07
Red Willow Thickets	--	--	--	--	--	--	--	--	0.00
San Diego Sunflower Scrub	--	0.01	0.07	--	--	--	0.01	0.07	0.07
Sycamore Tree	--	--	--	--	--	0.08	--	0.08	0.08
Non-native Vegetation Communities									
Disturbed Habitat	0.05	3.43	2.56	--	--	0.47	3.47	3.03	6.50
Eucalyptus Groves	--	1.67	1.22	0.01	0.01	0.06	1.68	1.27	2.95
Giant Reed Breaks	--	0.36	1.52	0.01	<0.01	0.66	0.38	2.19	2.57
Naturalized Warm-Temperate Riparian and Wetland Semi-Natural Stands	--	0.14	0.00	--	--	--	0.14	<0.01	0.14
Nonnative Riparian	--	0.14	0.14	<0.01	<0.01	0.08	0.15	0.23	0.37
Nonnative Woodland	--	0.55	0.26	0.01	--	0.28	0.56	0.54	1.10
Urban/Developed	0.02	0.05	0.17	--	--	0.21	0.07	0.38	0.45
Total[4]	0.07	7.04	5.98	0.04	0.01	1.91	7.16	7.99	15.12

[1]"Channel Onsite" includes channel and riprap dissipater areas. Permanent impacts within "Channel Onsite" areas include only the riprap areas. The remainder of the channel is considered a temporary impact area because restoration/revegetation would occur consistent with permit conditions. Native vegetation communities that occur within the proposed channel bottom would be avoided and incorporated into the proposed channel restoration efforts and are therefore not included in the impact calculations.

[2]Permanent impacts between the CarMax Facility and Bonita Road are considered "offsite" impacts as they are not within the parcel that would be purchased by CarMax.

[3]A portion of the proposed channel and area that would be built up to be outside of the 100-year floodplain is located within Caltrans ROW. This area would be revegetated with native vegetation and; therefore, is considered temporary offsite impacts.

[4]Totals may vary from sum of reported values due to rounding of decimal places.

[5]Total impacts equals the sum of total permanent and temporary impacts combined.

Map Source: ICF

FIGURE 4.3-5
Project Impacts on Vegetation Communities and Rare Plants

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The project may impact the nesting success of tree-nesting raptors and nesting birds protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code (Section 3500 et seq.) if grading, vegetation clearing, and/or noise generating activities such as construction are conducted during the nesting bird and raptor breeding season (February 1–August 31). Impacts could include removal of active nests of tree-nesting birds or raptors or disruption in breeding success due to disturbance of breeding behaviors. This impact would be significant **(Impact BIO-2).**

4.3.3.2 Significance of Impacts

a. Plant Species

No federally or state listed plant species are expected to occur within the BSA and none were detected during surveys. Impacts to San Diego sunflower, southern California black walnut, and southwestern spiny rush are not considered significant. Therefore, impacts would be less than significant.

b. Wildlife Species

The project would impact 1.39 acres of riparian woodland habitat that may function as suitable habitat for LBV and CAGN. Additionally, this riparian woodland habitat is located near the cattail marsh habitat where light-footed Ridgway's rail was observed. Furthermore, due to the time that has passed since the original protocol surveys in 2015 and 2017, it is possible that the presence or absence of SWFL, LBV, CAGN, and light-footed Ridgway may have changed. Consequently, the Draft EIR has assumed presence of all four species. Therefore, the project will conduct updated protocol-level surveys during the spring prior to construction to confirm presence or absence of these species. Direct and indirect impacts to habitat that may support SWFL, LBV, CAGN, and light-footed Ridgway's rail would be potentially significant (Impact BIO-1).

The project may impact the nesting success of tree-nesting raptors if grading, vegetation clearing, and/or noise generating activities such as construction are conducted during the breeding season for these taxa (February 15–August 31). Such impacts could result in removal of active nests of tree-nesting birds or raptors or disruption in breeding success due to disturbance of breeding behaviors. These impacts would be potentially significant (Impact BIO-2).

4.3.3.3 Mitigation

a. Plant Species

Impacts to sensitive plant species would be less than significant. No mitigation is required.

b. Wildlife Species

Impacts to wildlife due to habitat loss would be mitigated through restoration and revegetation of native habitat within the project site as detailed in MM-BIO-1. Mitigation ratios and acreage totals are presented in Table 4.3-4 and the location of proposed on-site mitigation is shown on Figure 4.3-6. Impacts to raptors and nesting birds protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code would be mitigated through implementation of MM-BIO-2 and MM-BIO-3.

MM-BIO-1 Habitat Restoration & Habitat Mitigation and Monitoring Plan

Impacts to wildlife species and sensitive habitats would be mitigated through restoration and revegetation of native habitat within the channel area of the project site. The following habitats and acreages would be created:

- 1.33 acres of arroyo willow thickets habitat
- 1.44 acres of coastal sage scrub
- 2.62 acres of cattail marshes
- 0.46 acre of mule-fat thickets

All non-native habitat within the channel area would be revegetated with native plant species. Because the channel area currently supports non-native and disturbed vegetation, there would be a net gain of 2.80 acres of native habitat following habitat restoration. In order to ensure successful revegetation/creation of self-sustaining riparian and upland habitats, a Habitat Mitigation and Monitoring Plan shall be prepared to ensure the ecological functions and values of the impacted habitats are restored.

The Habitat Mitigation and Monitoring Plan shall include:

- Sufficient restoration or creation of habitat to fulfill the mitigation obligations.
- The planting plan shall be designed to ensure that the appropriate restored/created habitat is suitable for the coastal California gnatcatcher and least Bell's vireo, and allows for wildlife movement (e.g., appropriate width and vegetative cover).
- The planting design shall also include adequate wetland buffers as determined in consultation with the agencies.
- A native planting palette appropriate for each vegetation type being mitigated and appropriate to local conditions. No non-native plant species shall be planted in the project site.
- Irrigation for upland and wetland habitat types for the first two to three years following installation. Irrigation is to be removed during the final 2 years of restoration to ensure that the habitat is self-sustaining.
- A 120-day plant establishment period plus five year restoration maintenance period (or until success criteria are met).
- Qualitative and quantitative monitoring methods to ensure that success criteria are met.
- Five year maintenance methods.
- Success criteria for establishment period and years 1–5.
- Responsibilities and qualifications of restoration and maintenance contractor(s) and restoration ecologist.

Table 4.3-4
Proposed Restoration to Occur within Channel Area

Habitat Type	Total Permanent Impact (acres)	Total Temporary Impact (acres)	Mitigation Ratio[1]	Mitigation Required (acres)	Proposed On-site Restoration (acres)	Proposed Offsite Restoration[2] (acres)	Total Proposed Restoration (acres)	Mitigation Deficit or Overage (acres)
Arroyo willow thickets	0.56	0.17	3:1	2.19	1.31	0.02	1.33	-0.86
Coastal sage scrub	--	--	--	--	1.28	0.16	1.44	+1.44
Coyote brush scrub	--	0.02	3:1	0.06	--[3]	--	--	-0.06
Cattail marshes	0.07	--	3:1	0.21	2.57	0.05	2.62	+2.41
Mule fat thickets	0.07	0.01	3:1	0.21	0.42	0.04	0.46	+0.25
San Diego sunflower scrub	0.01	0.07	2:1	0.14	--[4]	--	--[4]	-0.14
Sycamore trees	--	0.08	3:1	0.24	--[5]	--	--[5]	-0.24
Non-native habitats[6]	6.45	7.64	--	--	--	--	--	--
Total[7]	**7.16**	**7.99**		**3.05**	**5.58**	**0.27**	**5.85**	**+2.80**

[1]National City does not have codified mitigation ratios. Ratios are determined in consultation with the USFWS and CDFW on a project-by-project basis. County of San Diego mitigation ratios were used as a guide.

[2]Restoration in offsite areas will be maintained and monitored; however, because the areas are within Caltrans ROW there is a potential for impacts in the future. All areas onsite will be protected in perpetuity.

[3]Coyote brush (Baccharis pilularis) will be incorporated into the coastal sage scrub mitigation area, resulting in a total of at least 0.06 acre of coyote brush comprising the coastal sage scrub mitigation area.

[4]A minimum of 0.14 acre of San Diego sunflower will be established within the proposed coastal sage scrub areas. In addition, San Diego sunflower will be included in the restoration seed mix for coastal sage scrub.

[5]The project will incorporate seed-mix for sycamore trees in the arroyo willow thicket areas as mitigation.

[6]Non-native habitats do not require restoration but will be revegetated with native wetland, riparian, and upland habitats with the exception of the urban/developed areas.

[7]Rounded acreages do not exactly sum to the total area.

Map Source: ICF

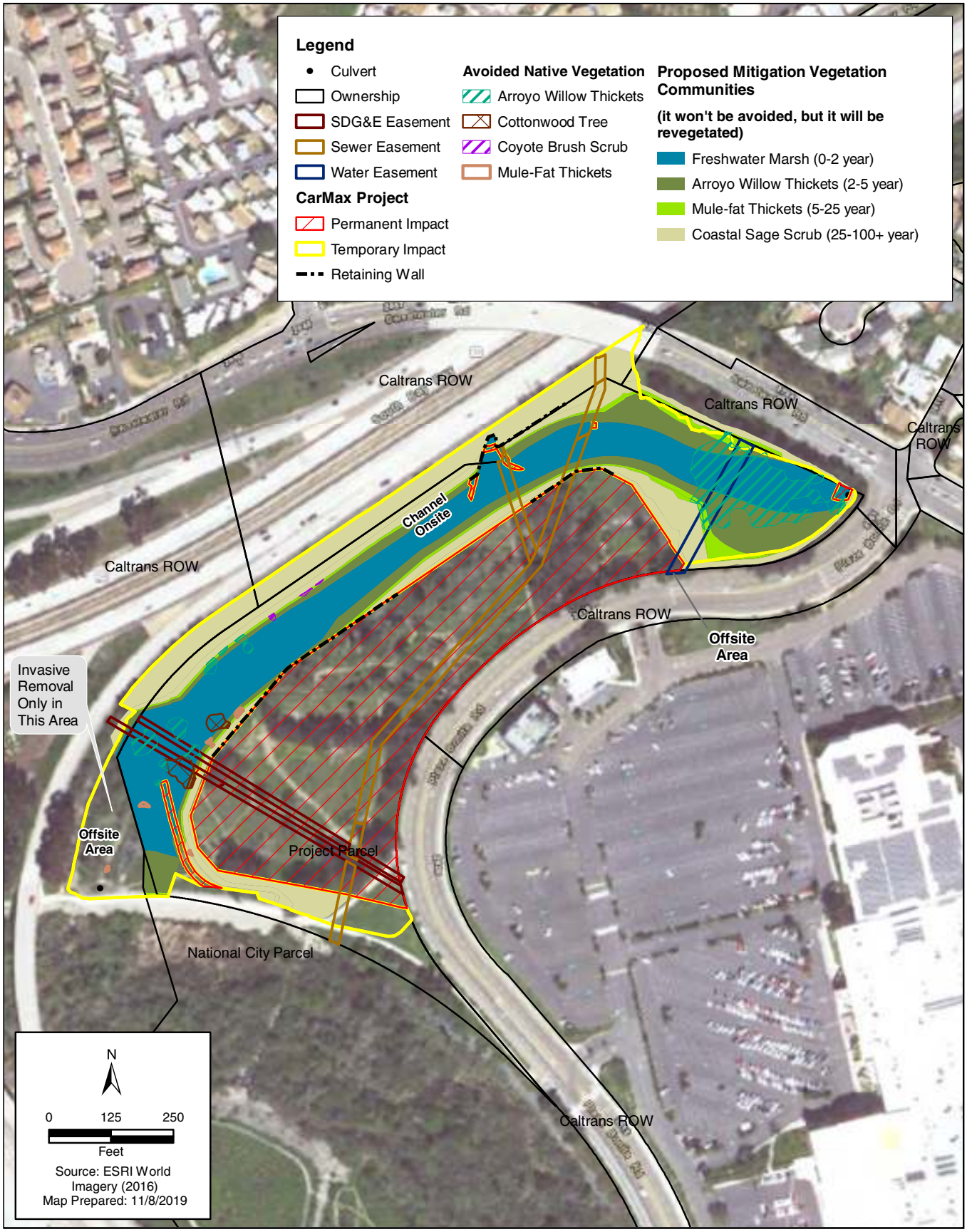

FIGURE 4.3-6

Proposed On-Site Mitigation for Vegetation Communities

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MM-BIO-2 Protocol and Pre-construction Surveys

To avoid and minimize impacts to nesting birds and raptors, vegetation removal and grading shall occur outside of the nesting bird season (February 1 through August 31). If the breeding season cannot be avoided, the following measures shall be implemented in coordination with the CDFW and USFWS:

1. Updated protocol-level surveys for light-footed Ridgway's rail, southwestern willow flycatcher, coastal California gnatcatcher, and least Bell's vireo will occur during the spring prior to the start of construction to determine the presence or absence of these species. If any of these species are determined to be present, additional avoidance and minimization measures would be implemented consistent with bullets 2 and 3 below.
2. During the avian breeding season, a qualified Project Biologist shall conduct a preconstruction avian nesting survey no more than 3 days prior to vegetation disturbance or site clearing. If there is a break of 5 days or more in construction activities during the breeding season, a new nesting bird survey shall be conducted before these activities begin again.
3. The preconstruction survey shall cover all reasonably potential nesting locations on and within 300 feet of the proposed construction activities areas, including off-site areas. If an active nest is found during the preconstruction avian nesting survey, a qualified Project Biologist shall implement a 300-foot minimum avoidance buffer for light-footed Ridgway's rail, southwestern willow flycatcher, coastal California gnatcatcher, least Bell's vireo, and other passerine birds, and a 500-foot minimum avoidance buffer for all raptor species. The nest site area shall not be disturbed until the nest becomes inactive or the young have fledged.

MM-BIO-3 Construction Activities Oversight

A qualified Biologist shall be responsible for monitoring the limits of construction activity, mitigation measures, design considerations, and project conditions during all phases of the project. The Project Biologist shall conduct the following:

1. Attend the preconstruction meeting with the contractor and other key construction personnel prior to clearing, grubbing, or grading.

2. Conduct worker training prior to all phases of construction; this shall include meetings with the contractor and other key construction personnel to explain the importance of restricting work to designated areas prior to clearing, grubbing, or grading. Discussions shall include procedures for minimizing harm to or harassment of wildlife encountered during construction activities prior to clearing, grubbing, and/or grading.

3. Conduct pre-construction clearance surveys to detect the presence of nesting birds and sensitive terrestrial wildlife species, such as coast horned lizard, orange-throated whiptail, and two-striped garter snake.

4. Be present on-site to monitor initial vegetation clearing, grubbing, and grading to ensure that mitigation measures are being appropriately followed.

5. Periodically monitor the limits of construction as needed to ensure that the construction boundaries are marked and not breached.

6. Prepare a post-construction monitoring report for submittal to the City. The report shall substantiate the supervision of the clearing, grubbing, and/or grading activities, and shall provide a final assessment of biological impacts.

4.3.3.4 Significance of Impacts after Mitigation

Implementation of MM-BIO-1 through MM-BIO-3 would reduce impacts to SWFL, LBV, CAGN, and light-footed Ridgway's rail to a level less than significant. Implementation of MM-BIO-2 and MM-BIO-3 would reduce impacts to nesting birds and raptors to a level less than significant.

4.3.4 Issue 2: Sensitive Riparian Habitats

Would the project result in a substantial adverse impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

4.3.4.1 Impact Analysis

Grading, clearing, and other construction-related activities would result in temporary and permanent impacts to sensitive native or naturalized habitat. The locations of temporary and permanent impacts to vegetation communities on the project site are shown in Figure 4.3-5 and the acreages of these temporary and permanent impacts are presented in Table 4.3-3. Temporary and permanent impacts to sensitive riparian habitats would consist of 0.73 acres of arroyo willow thickets, 0.07 of cattail marsh, 0.02 acre of coyote brush scrub, 0.07 acre of mule fat thickets, 0.07 acre of San Diego sunflower scrub, and 0.08 acre of sycamore trees. Temporary and permanent impacts to sensitive riparian habitats would be considered significant (Impact BIO-3).

4.3.4.2 Significance of Impacts

Temporary and permanent impacts to sensitive riparian habitats (as presented in Table 4.3-4) would be significant (Impact BIO-3).

4.3.4.3 Mitigation

Impacts to sensitive riparian habitats would be mitigated through restoration and revegetation of habitat on the project site and proposed construction activities oversight consistent with MM-BIO-1 and MM-BIO-3 described above.

4.3.4.4 Significance of Impacts after Mitigation

Implementation of MM-BIO-1 and MM-BIO-3 would reduce impacts to sensitive habitats to less than significant.

4.3.5 Issue 3: Jurisdictional Wetlands and Waters

Would the project result in a substantial adverse impact 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?

4.3.5.1 Impact Analysis

As described in Section 4.3.1.4 above, the Jurisdictional Delineation Report prepared for the project identified six features within the BSA that are potentially subject to USACE, RWQCB, and CDFW jurisdiction. All six features in the BSA originate from separate culverts and confluence into one main feature (Feature 1), which then conveys flows to the Sweetwater River through a box culvert located at the southern end of the project site. The Sweetwater River then flows three miles before terminating at San Diego Bay, which is a direct tributary to the Pacific Ocean. Figures 4.3-7 and 4.3-8 show that the project would impact portions of the unnamed creek and associated jurisdictional waters and wetlands.

As part of the project, jurisdictional waters would be re-routed around the proposed CarMax development and widened to maintain the sites' flood capacity and create additional jurisdictional waters and habitat. In consultation with the agencies, the project footprint has been reduced to minimize impacts on jurisdictional waters and to allow for a small buffer between proposed habitat and the development area. Further reductions of the development area would cause the project to be infeasible. Buffers between wetland and riparian habitat that would be established within the proposed channel and the proposed CarMax would range from 5 to 50 feet wide. As shown in Table 4.3-5, project impacts to USACE/RWQCB non-wetland waters would total 1.23 acres (0.63 acre permanent and 0.60 acre temporary). Impacts to waters of the State under RWQCB jurisdiction would total 1.68 acres (0.78 acre of permanent and 0.90 acre of temporary). As shown in Table 4.3-6, the project would impact a total of 2.49 acres (1.02 acres permanent and 1.47 acres temporary) of CDFW jurisdictional waters. These impacts to jurisdictional wetlands and waters would be significant (Impact BIO-4).

Map Source: ICF

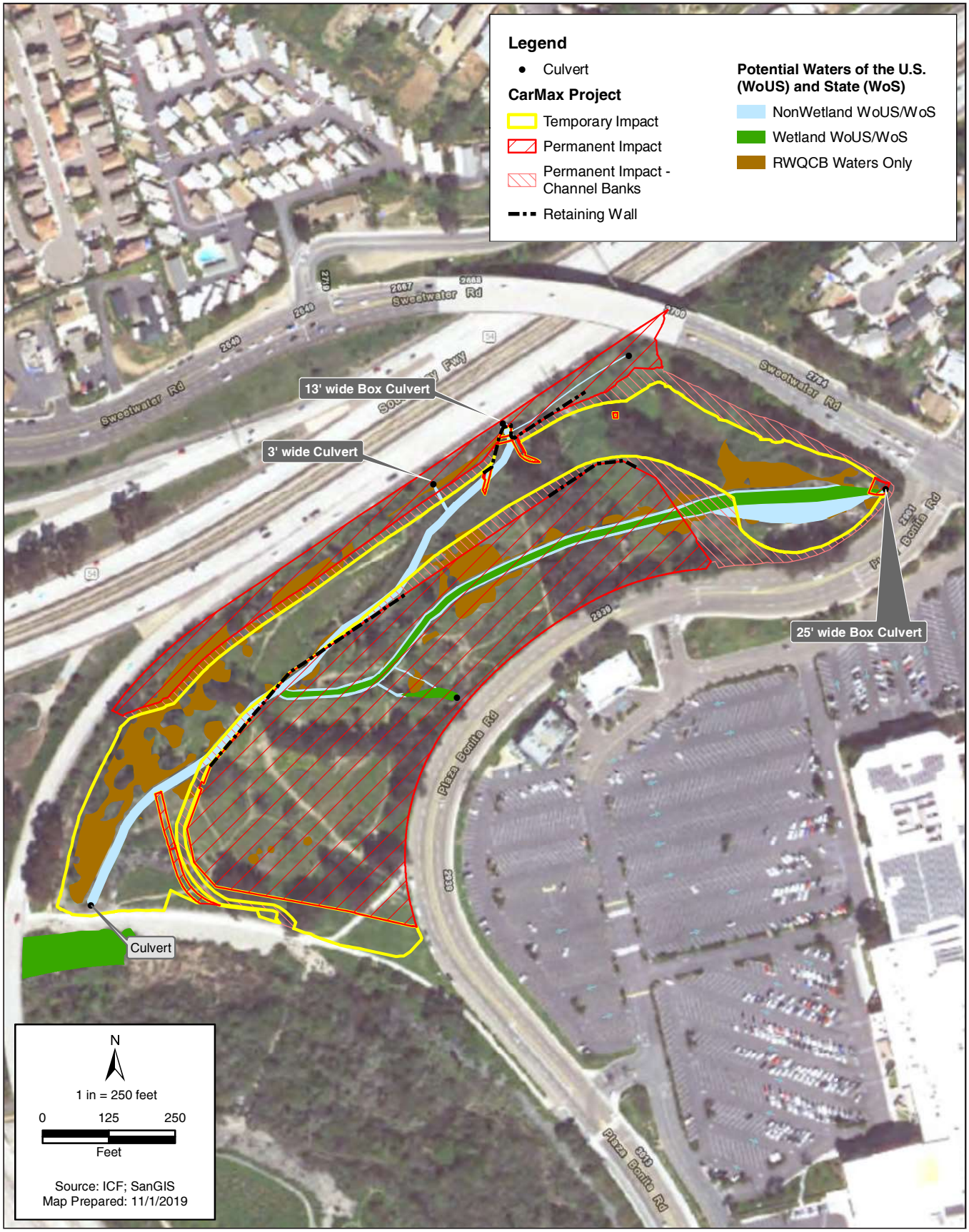

FIGURE 4.3-7

Project Impacts on USACE and RWQCB Jurisdictional Resources

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Map Source: ICF

FIGURE 4.3-8

Project Impacts on CDFW Jurisdictional Resources

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Table 4.3-5
Project Impacts on Jurisdictional Waters of the U.S./Waters of the State (USACE/RWQCB)

Drainage	Habitat Type	Project Boundary (On-site)						Offsite Areas				Total Impacts for All Areas[3]	
		CarMax Facilities Permanent Impact		Channel[1] Temporary Impact		Channel[2] Permanent Impact		Temporary Impact[1]		Permanent Impact		Temporary Impact	Permanent Impact
		Linear Feet	Acres	Linear Feet	Acres	Linear Feet	Acres	Linear Feet	Acres	Linear Feet	Acres	Acres	Acres
Waters of the U.S.													
Feature 1	Non-wetland	884	0.105	460	0.254	302	0.085	163	0.060	--	--	0.313	0.192
	Wetland	--	0.264	--	0.144	--	0.062	--	--	--	--	0.144	0.326
Feature 1b	Non-wetland	152	0.004	--	--	--	--	--	--	--	--	--	0.004
	Wetland	114	0.034	--	--	--	--	--	--	--	--	--	0.034
Feature 2	Non-wetland	127	0.032	410	0.124	110	0.029	40	0.013	22	0.005	0.137	0.067
Feature 2b	Non-wetland	--	--	20	0.002	30	0.003	--	--	5	0.001	0.002	0.004
Feature 2c	Non-wetland	--	--	--	--	--	--	--	--	261	0.006	--	0.006
Total Waters of the U.S.		**1,277**	**0.439**	**890**	**0.524**	**442**	**0.179**	**203**	**0.073**	**288**	**0.012**	**0.597**	**0.633**
Waters of the State													
RWQCB Waters Only		--	0.334	--	0.678	--	0.380	--	0.218	--	0.067	0.896	0.781
Total Waters of the State (RWQCB Only plus Waters of the U.S.) [4]		**1,164**	**0.773**	**896**	**1.202**	**443**	**0.559**	**208**	**0.291**	**285**	**0.079**	**1.493**	**1.414**

[1]Where the proposed re-routed channel overlaps with the existing channel onsite, minor grading may occur to allow the entire proposed channel to function properly. Therefore, are considered temporary impacts.

[2]Permanent impacts within the channel includes the riprap dissipater areas and portions of WOUS that will be re-contoured to channel banks and therefore no longer meet the definition of WOUS.

[3]Grand total is the full acreage that is regulated by the RWQCB, which includes all waters of the U.S. as well as the additional Waters of the State areas.

[4]Totals may vary from sum of reported values due to rounding of decimal places.

Table 4.3-6
Project Impacts on Jurisdictional CDFW Waters

Drainage	Habitat Type	Project Boundary (On-site)						Offsite Areas				Total Impacts for All Areas[3]	
		CarMax Facilities Permanent Impact		Channel[1] Temporary Impact		Channel[2] Permanent Impact		Temporary Impact[1]		Permanent Impact		Temporary Impact	Permanent Impact
		Linear Feet	Acres	Linear Feet	Acres	Linear Feet	Acres	Linear Feet	Acres	Linear Feet	Acres	Acres	Acres
Waters of the U.S.													
Feature 1	Unvegetated Streambed	884	0.101	460	0.206	13	0.001	163	0.090	--	--	0.296	0.102
	Riparian	--	0.657	--	0.957	--	0.006	--	0.001	--	--	0.958	0.664
Feature 1b	Unvegetated Streambed	152	0.008	--	--	--	--	--	--	--	--	--	0.008
	Riparian	114	0.180	--	--	--	--	--	--	--	--	--	0.180
Feature 2	Unvegetated Streambed	127	0.043	410	0.194	13	0.006	40	0.016	22	0.008	0.210	0.057
Feature 2b	Unvegetated Streambed	--	--	17	0.004	11	0.001	--	--	5	0.001	0.004	0.002
Feature 2c	Unvegetated Streambed	--	--	--	--	--	--	--	--	261	0.006	--	0.006
Total		**1,277**	**0.989**	**890**	**1.361**	**37**	**0.015**	**203**	**0.107**	**288**	**0.015**	**1.468**	**1.022**

[1] Where the proposed re-routed channel overlaps with the existing channels onsite, minor grading may occur to allow the entire proposed channel to function properly. Therefore, are considered temporary impacts.
[2] Permanent impacts within the channel includes the riprap dissipater areas.
[3] Totals may vary from sum of reported values due to rounding of decimal places.
[4]Totals may vary from sum of reported values due to rounding of decimal places.

4.3.5.2 Significance of Impacts

Temporary and permanent impacts to USACE, RWQCB, and CDFW jurisdictional wetlands and waters (as presented in Tables 4.3-5 and 4.3-6) would be significant (Impact BIO-4).

4.3.5.3 Mitigation

Direct impacts on jurisdictional wetlands and waters shall be mitigated through implementation of wetlands restoration described in MM-BIO-4. The locations of proposed on-site mitigation to jurisdictional wetlands and waters are shown on Figures 4.3-9 and 4.3-10.

MM-BIO-4 Wetlands Restoration

Impacts to jurisdictional wetlands and waters shall be mitigated on-site by constructing a 4.39-acre earthen channel traversing the northwestern boundary of the project site and connecting to the existing storm drain that outlets to the Sweetwater River. This earthen channel shall recontour and redirect approximately 2,012 linear feet of the unnamed creek, preserve the existing drainage pattern and jurisdictional wetlands and waters resources where feasible, and mitigate temporary and permanent impacts through compensatory mitigation.

Direct impacts on jurisdictional wetlands and waters shall be mitigated through implementation of the Habitat Mitigation and Monitoring Plan described in MM-BIO-1, resulting in habitat creation and restoration of higher quality than the habitat that is being impacted. Up to 0.49 acre of waters of the U.S. and an additional 0.60 acre of waters of the State is proposed for rehabilitation. Additionally, a total of 1.22 acres of CDFW jurisdictional waters is also proposed for rehabilitation. Restoration credits are proposed for the remainder of the restored channel. Up to 4.04 acres of waters of the U.S. and State and up to 4.72 acres of CDFW jurisdictional waters will be re-established. Mitigation may also be in the form of restoration and enhancement credits at an Approved Mitigation Bank. Final mitigation requirements will be determined through the approval process with the resource agencies.

4.3.5.4 Significance of Impacts after Mitigation

Implementation of mitigation measure MM-BIO-4 would reduce impacts to jurisdictional wetlands and waters to a level less than significant.

Map Source: ICF

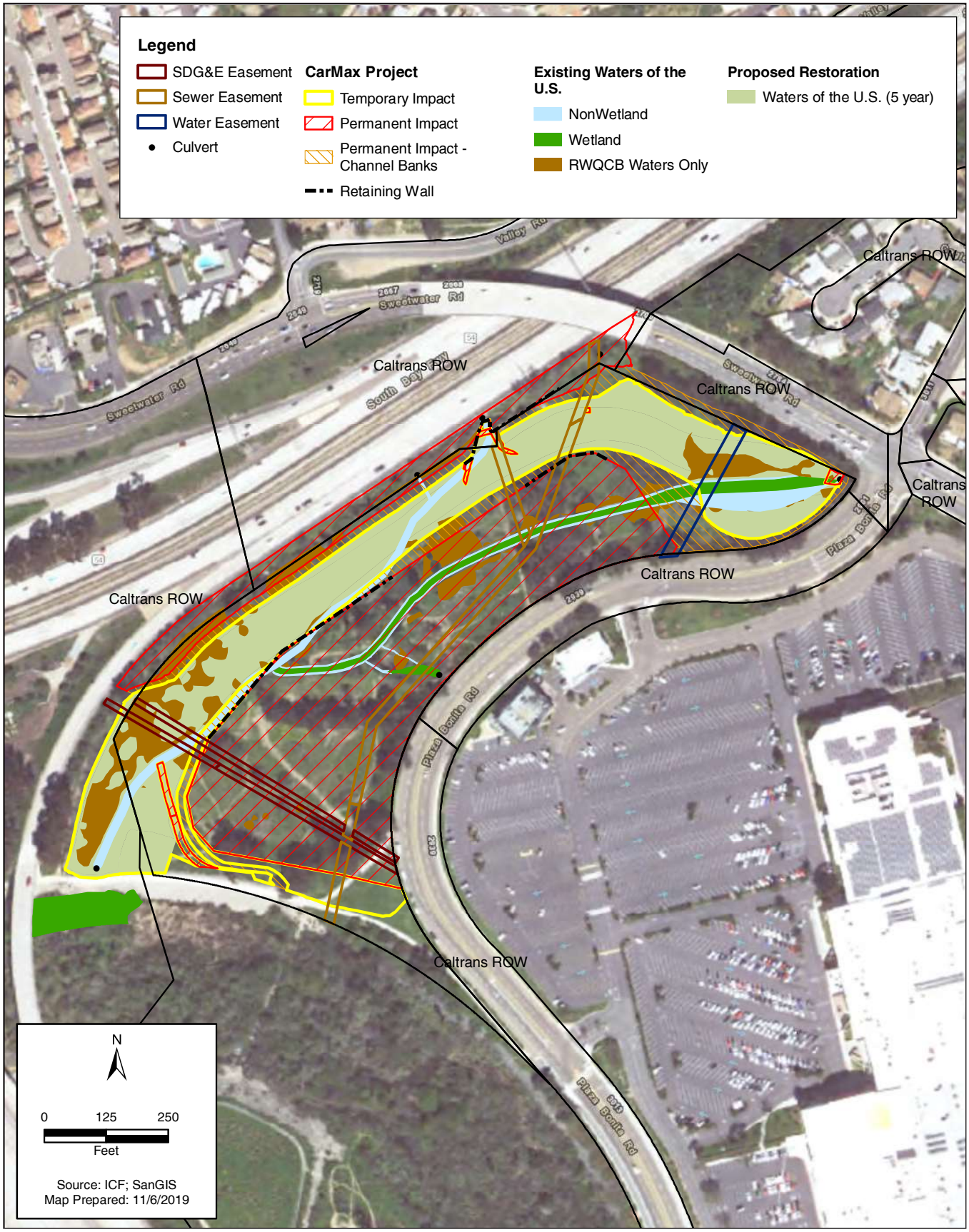

FIGURE 4.3-9

Proposed On-Site Mitigation for USACE and RWQCB Jurisdictional Resources

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Map Source: ICF

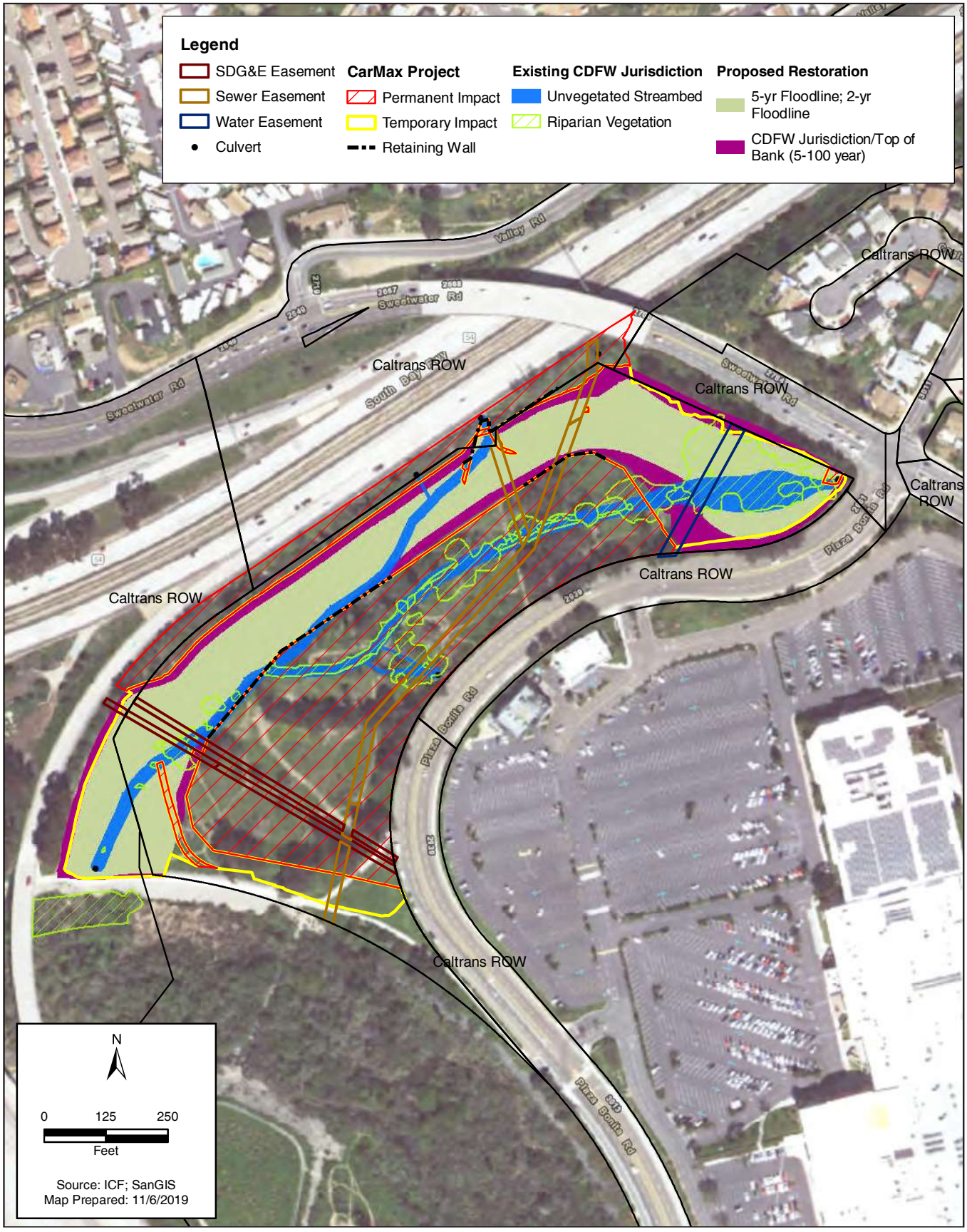

FIGURE 4.3-10

Proposed On-Site Mitigation for CDFW Jurisdictional Resources

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4.3.6 Issue 4: Wildlife Corridors

Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

4.3.6.1 Impact Analysis

The project site is adjacent to the Sweetwater River which is considered a core wildlife area. Implementation of the project would temporarily impact 0.47 acre of unincorporated land of San Diego County outside of National City. This land is within the jurisdiction of the County's MSCP Subarea Plan, and is designated as Unincorporated Land within the Metro-Lakeside-Jamul Segment of the MSCP. The project would also temporarily impact 2.09 acres and permanently impact 1.23 acres of land identified as an MSCP Linkage (Figure 4.3-11)[1]. Impacts within the Metro-Lakeside-Jamul Segment of the MSCP and MSCP Linkage would occur at the edges of both features. Consequently, the project would not further constrain an already narrow corridor and adequate width for wildlife movement would remain in the post-project condition. Signage and appropriate fencing would be introduced to restrict human access to the Sweetwater River, except along designated trails except along designated trails to minimize potential future impacts on the sensitive habitats. Project design features would minimize edge effects associated with lighting, noise, and runoff. On-site habitat permanently impacted by the project currently exists in a degraded condition and is separated from the Sweetwater River by a concrete and rip-rap levee to the south, and is surrounded by development to the north, east, and west. Habitat temporarily impacted by the project would be mitigated through restoration and revegetation of native habitat within the channel area of the project site (MM BIO-1) and would be available to wildlife for foraging and breeding. Consequently, the project would not impact the viability of the Sweetwater River as a core wildlife area and would not restrict wildlife access to the Sweetwater River. Therefore, implementation of the project would not interfere with the movement of wildlife species, and impacts would be less than significant.

4.3.6.2 Significance of Impacts

The project would not interfere with the movement of wildlife species, and impacts would be less than significant.

4.3.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

---

[1]The temporarily impacted 0.47 acre of Unincorporated Land within the Metro-Lakeside-Jamul Segment of the MSCP is also classified as MSCP Linkage land. Therefore, these lands are also included in the 2.09 acres of temporary impacts to MSCP Linkage land.

Map Source: ICF

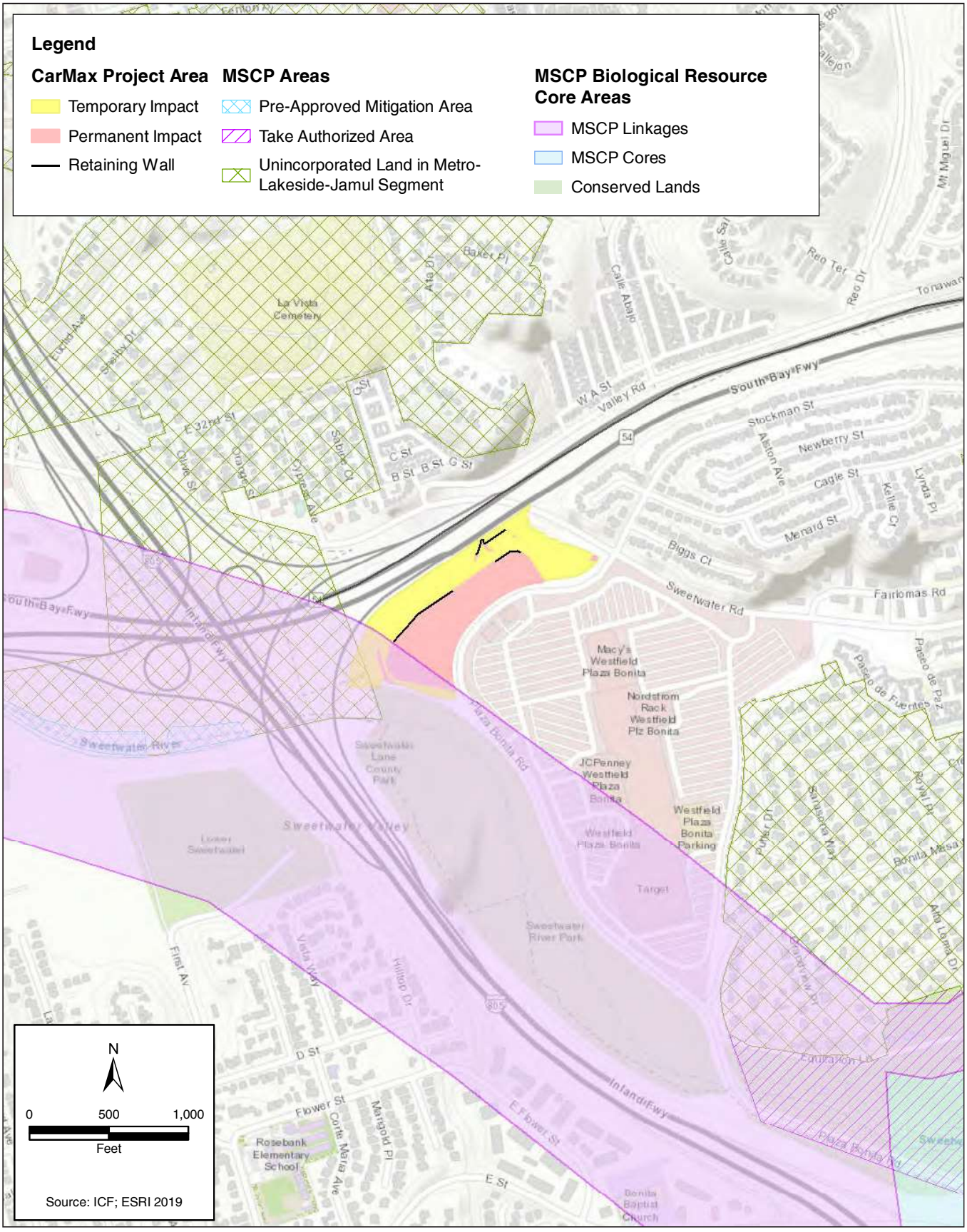

FIGURE 4.3-11

South County MSCP Boundary

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4.3.7 Issue 5: Local Ordinances

Would the project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?

4.3.7.1 Impact Analysis

Policy OS-4.3 of the City's General Plan Open Space Element requires the retention of trees of significance, such as heritage trees or landmark trees and groves, wherever possible. The Open Space Element defines Heritage Trees as trees that are of special importance to the City due to their age, size, type, historical association or horticultural value, and defines Landmark Trees as trees that are unusual or have very high aesthetic quality or being a species of tree that rarely occurs in the City. None of the trees on the project site meet the criteria of a Heritage Tree or Landmark Tree. The project site does not have any historical or horticultural value, nor are any of the trees unusual or have very high aesthetic quality. Implementation of mitigation measures MM-BIO-1 through MM-BIO-4 would ensure consistency with all other General Plan policies related to the preservation of biological resources, and impacts related to conflicts with local policies or ordinances protecting biological resources would be less than significant. Potential conflicts with the provisions of an adopted HMP, NCCP, or other approved local, regional, or state habitat conservation plan is addressed in Section 4.9.5, Habitat Conservation Plans. Thus, potential impacts related to local ordinances would be less than significant.

4.3.7.2 Significance of Impacts

Impacts related to local ordinances protecting biological resources would be less than significant.

4.3.7.3 Mitigation

Impacts related to local ordinances protecting biological resources would be less than significant. No mitigation is required.

4.3.8 Issue 6: Habitat Conservation Plans

Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?

4.3.8.1 Impact Analysis

The City does not have an adopted MSCP. However, the southwestern portion of the Offsite Area is located within the "Unincorporated Land in Metro-Lakeside-Jamul Segment" of the South County MSCP . (see Figure 4.3-11). This segment is designated as MSCP Linkage, which is considered a Biological Resource Core Area (BRCA).

As described in Section 4.3.6.1 above, impacts within the Metro-Lakeside-Jamul Segment of the MSCP and MSCP Linkage would occur at the edges of both features. Consequently, the project would not further constrain an already narrow corridor and adequate width for wildlife movement would remain in the post-project condition. Therefore, the project would not preclude connectivity between areas of high habitat value or disrupt habitat linkages, and would be consistent with the BMO.

Temporary impacts to 0.47 acre of the Metro-Lakeside-Jamul Segment of the MSCP would be mitigated through restoration and revegetation of native habitat within the channel area of the project site (MM BIO-1). All permanent impacts would occur outside the Metro-Lakeside-Jamul Segment of the MSCP in an area separated from the Sweetwater River by a concrete and riprap levee. Additionally, mitigation measures BIO-1 through BIO-4 are consistent with the mitigation requirements set forth in the MSCP and BMO. Therefore, the project would not conflict with goals and policies of the South County MSCP. Furthermore, implementation of mitigation measures BIO-1 through BIO-3 would ensure consistency with the Migratory Bird Treaty Act policies regarding the protection of tree-nesting raptors and other protected birds during the breeding season (approximately February 15 to August 31). Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, NCCP, or other approved local, regional or state habitat conservation plan, and impacts would be less than significant.

4.3.8.2 Significance of Impacts

The project would not conflict with the provisions of an adopted Habitat Conservation Plan, NCCP, or other approved local, regional or state habitat conservation plan, and impacts would be less than significant.

4.3.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.4 Cultural and Tribal Cultural Resources

This section addresses the potential project impacts to cultural resources and tribal cultural resources and is based on review of the following technical document included as an appendix to the environmental impact report (EIR):

- Cultural Resources Inventory and Evaluation Report for the National City CarMax Project prepared by ICF International (Appendix D; ICF International 2015).

4.4.1 Existing Conditions

4.4.1.1 Cultural Setting

a. Prehistoric Context

The project is within the south coastal cultural region of California. Several cultural chronologies have been developed for the region. This discussion is based on a modified version of the cultural chronology developed by D. R. Gallegos (1985) to help describe patterns in precontact cultural developments in the region; it does not necessarily reflect Native American views.

In the south coastal region of California, the earliest evidence of human occupation has been found on the Channel Islands. This evidence includes a set of human remains dated to approximately 13,000 before present (BP) on Santa Rosa Island, an archaeological site dating to approximately 11,600 BP on San Miguel Island, and at least two archaeological sites along the mainland coast dated prior to 10,000 BP as well. Although no coastal assemblages dated to earlier than 10,000 BP have been documented along the San Diego shoreline, it is inferred that the absence of sites is largely a function of a long-term trend in sea level rise, shoreline erosion, and lagoon infilling in the region. These trends are likely to have obscured and/or destroyed early coastal sites.

Evidence of human occupation of the San Diego region begins to appear at around 10,000 BP in the form of lithic assemblages composed of scrapers, scraper planes, cobble choppers, large blades, large projectile points, and crescentic stones of unknown function. Additionally, at least one archaeological site dated to this period contains both ocean mammal bone and shellfish, indicating that coastal resources were also used. Starting at around 8,000 BP, shell middens with millstone assemblages began to appear along sloughs and lagoons. It appears that after approximately 4,000 BP the frequency of coastal archaeological sites in the San Diego region began to decline.

Starting at approximately 1,300 BP, the archaeological record reflects the emergence of two cultural traditions in the San Diego region thought to reflect the ethnographically observed lifeways of the Kumeyaay and Luiseño peoples. Although these two groups have clear linguistic and cultural distinctions, both appear to have designed their land use patterns around the intensive exploitation of a range of local resources and established permanent to semi-permanent villages from the coast to the mountains and foothills. Both groups also adopted the use of small projectile points, pottery, and intensified use of acorns. Based on ethnographic data, the boundary between the lands of the Kumeyaay (to the south) and Luiseño (to the north) peoples occurred in the vicinity of Agua Hedionda and Batiquitos Lagoon. It is unknown, however, whether this boundary reflects a persistent spatial division between the two groups or the most recently recorded position of a boundary that fluctuated over time.

b. Ethnographic Setting

The project area was traditionally inhabited by the Kumeyaay people (previously referred to as the Diegueño), who spoke the Tipai dialect of the Yuman language. The Kumeyaay inhabited a region that contains present-day southern San Diego County, west and central Imperial County, and the Northern Baja peninsula. Speakers of the Tipai dialect traditionally lived south of the San Diego River, while speakers of the Ipai dialect traditionally lived north of the San Diego River.

The Kumeyaay used a wide range of environments for habitation and resource collection, including the coast, foothills, mountains, and desert. In response to the wide-ranging conditions of these environments, the Kumeyaay used a range of settlement strategies and exploited a range of resources, including (but not limited to) terrestrial mammals, birds, fish, marine invertebrates, grasses, manzanita, sage, sunflowers, lemonade berry, chia, mesquite, agave, and acorns. The latter was particularly important because they could be processed and stored for long periods.

The documentary record for ethnographically named places attributed to the Kumeyaay is sparse, consisting of fewer than 60 named places. Review of the publicly available literature reveals no documented ethnographically named places within the project area. However, consultation with the affected tribes may result in the identification of previously undocumented ethnographically named places.

c. Historic Period

The historic period in California began with the early explorations of Juan Cabrillo in 1542, who came ashore on what is now Point Loma to claim the land for Spain and gave it the name San Miguel. Sixty years passed before another European, Sebastían Vizcaíno, entered the bay on November 10, 1602 and gave it the name San Diego. The original Spanish settlement in San Diego began in 1769 on Presidio Hill and consisted of a presidio (fort) and a chapel that also served as Alta California's first mission. From its original outpost on what is now Presidio Hill, Mission San Diego de Alcalá was moved to roughly its current site in Mission Valley in 1774.

Following Mexico's independence from Spain in 1821, the Mexican period began in San Diego County and lasted until 1848, ending with the conclusion of the Mexican-American War. During this period most Spanish laws and practices continued until shortly before secularization of the missions. Former Presidio soldiers become civilian residents and populated the Pueblo of San Diego, which was established during this period. After years of political instability and several failed efforts to secularize the missions, in 1834 Governor José Figueroa issued a proclamation that initiated thorough secularization and land grants that redistributed the missions' large grazing holdings and ushered in the Rancho Era. Mission lands were distributed mainly to officials and retired soldiers.

At the close of the Mexican-American War in 1848, Mexico ceded California to the United States under the Treaty of Guadalupe Hidalgo, which marked the beginning of the American Period. The Kimball brothers, Frank, Warren, and Levi, purchased the rancho from Pioche for $30,000 in 1868. Led by Frank, the Kimball brothers built a wharf on the bay, cleared and surveyed the land, and began selling home sites. They named the area National Ranch and subsequently changed it again to National City. National City was incorporated in 1887.

During the Southern California land boom of the 1880s, the Santa Fe-controlled San Diego Land and Town Company developed lands acquired from Kimball and raised an existing dam on the Sweetwater River to create a substantial reservoir and develop a new water conveyance system. Incorporated in 1886, the National City & Otay Railroad built a new railroad to haul materials to the dam site that extended from San Diego to National City. Agriculture flourished in the project vicinity during the late nineteenth and early twentieth centuries. Cultivation of lemon orchards became the area's leading agricultural enterprise, and locals also produced grapefruit, oranges, olives, guavas, strawberries, figs, apricots, peaches, pears, and ornamental trees. Local fruit production soon supported a thriving packing industry.

National City experienced rapid growth during World War II, which drew a massive influx of military personnel and defense workers to the San Diego area. This growth continued after World War II as the area's military installations, its expanding aerospace and defense industries, and the baby boom increased local housing demand. National City's development during the decades prior to World War II remained concentrated northwest and southeast of the project area. The project area remained undeveloped into the early 1950s, though its eastern portion was subsequently incorporated into a golf course. Developed after 1967, State Route 54 (SR-54) eliminated the building that had previously stood immediately north of the project area. In 1981 the Bonita Golf Course was relocated to make way for construction of Plaza Bonita immediately east of the project site. Since the development of the Westfield Plaza Bonita Mall and Plaza Bonita Road, the project site has consisted of open space.

4.4.1.2 Existing Resources

a. Records Search

A cultural resources records search was conducted in September 2015 at the South Coastal Information Center. The records search and literature review provides data on the identification of previously documented archaeological, historic, and architectural resources within and near the project area, and is useful for developing a context to frame assessments of resource significance. The following is a summary of the records search results for the project site and a half-mile buffer.

The records search results indicate that a total of 26 cultural resources studies have been conducted within a half-mile of the project site. Seven of these studies cover some portion of the project site. Four cultural resources were previously recorded within a half-mile buffer, one of which (CA-SDI-5344) is located within the project site.

CA-SDI-5344 was originally recorded in 1977 as having small knolls with shell and lithic scatters. The resource was tested in 2009 and the mapping was updated to show that the eastern locus was destroyed and is now located underneath a highway ramp. Shell and three flakes were observed on the surface, but not in their original location. The western location was tested but no subsurface cultural materials were found. Only the eastern locus falls within the project site.

b. Survey Results

On October 27, 2015, the project area was surveyed for archaeological resources. Field survey methods consisted of systematic intensive pedestrian survey and reconnaissance survey. One previously recorded resource (CA-SDI-5344) was located within the project site. The eastern locus of CA-SDI-5344 was revisited on October 27, 2015 to verify its condition and confirmed that it is completely overlain by SR-54. No cultural components were observed within the documented site boundary; however, two weathered shell fragments were identified southeast of the eastern locus. Extensive disturbances were observed in the area including evidence of freeway construction, maintenance of the Sweetwater River channel, erosion control/retaining rocks, grading for a previous project which was never completed, rodent activity, and vegetation clearing. Transient-related grading of campsites, refuse piles, and hand dug latrines were observed throughout the area.

c. Tribal Cultural Consultation

Consultation with potentially affected tribes was initiated early in the environmental review for the project, during initial preparation of the Cultural Resources Report (see Appendix D). The Native American Heritage Commission (NAHC) was contacted to request a review of its Sacred Lands Files. The NAHC responded on November 30, 2015, stating that the sacred lands file failed to indicate the presence of Native American cultural resources in the immediate project area. The NAHC also provided a list of 15 Native American individuals and organizations that may have knowledge of cultural resources in

the project area. On December 16, 2015, project letters were sent to all 15 individuals identified by the NAHC. No responses have been received to date. Additionally, as the Lead Agency under the California Environmental Quality Act (CEQA), the City of National City (City) sent letters to the same 15 California Native American tribal representatives and organizations that are traditionally and culturally affiliated with the geographic area of the project site informing them of the project and offering them the opportunity to request consultation. The request for consultation was sent to tribal representatives on November 15, 2016.

4.4.1.2 Regulatory Setting

The following summarizes the cultural resources regulations applicable to the project.

a. Federal

Section 106 of the National Historic Preservation Act

The National Historic Preservation Act (NHPA) requires that, before beginning any undertaking, a federal agency must take into account the effects of the undertaking on historic properties and afford the Advisory Council on Historic Preservation an opportunity to comment on these actions (16 United States Code 470f). The Section 106 process consists of five steps.

1. Initiate the process by coordinating with other environmental reviews, consulting with the state historic preservation officer, identifying and consulting with interested parties, and identifying points in the process to seek input from the public and to notify the public of proposed actions.
2. Identify cultural resources and evaluate them for National Register of Historic Places (NRHP) eligibility, resulting in the identification of Historic Properties.
3. Assess effects of the project on Historic Properties.
4. Consult with the state historic preservation officer and interested parties regarding adverse effects on Historic Properties, resulting in a memorandum of agreement.
5. Proceed in accordance with the memorandum of agreement.

National Register of Historic Places

The NRHP was established by the NHPA as "an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels.

The NRHP requires that a resource meet specified criteria and that it possess integrity. Integrity is the ability of a property to convey historical significance. The NRHP recognizes

seven aspects or qualities that, in various combinations, define the integrity of a property: location, design, setting, materials, workmanship, feeling, and association.

An adverse effect on a historic property is found when an activity may alter, directly or indirectly, any of the characteristics of the historic property that render it eligible for inclusion in the NRHP. The alteration of characteristics is considered an adverse effect if it may diminish the integrity of the historic property's location, design, setting, materials, workmanship, feeling, or association.

b. State

Senate Bill 18

Senate Bill (SB) 18 (California Government Code Sections 65352.3 and 65352.4) was enacted on March 1, 2005, and requires cities and counties to notify and consult with California Native American tribes regarding proposed local land use planning decisions for the purpose of protecting traditional tribal cultural places (otherwise known as sacred sites), prior to adopting or amending a General Plan or designating land as open space. Once tribes are contacted, they have 90 days to request consultation. Because the project would result in an amendment to the City's General Plan, the project is required to comply with SB 18.

Assembly Bill 52

Assembly Bill (AB) 52 established a new category of resources under CEQA called "tribal cultural resources." AB 52 established that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. The public resources code (PRC) defines tribal cultural resources as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in the PRC Section 5020.1(k). Lead agencies are required to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project.

California Environmental Quality Act

CEQA requires public agencies to evaluate the implications of their project(s) on the environment and includes significant historic resources as part of the environment. A historic resource is considered significant if it meets the definition of historical resource or unique archaeological resource.

The term historical resource includes, but is not limited to any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural,

educational, social, political, military, or cultural annals of California PRC (PRC Section 5020.1(j)). Historical resources may be designated as such through three different processes:

1. Official designation or recognition by a local government pursuant to local ordinance or resolution (PRC Section 5020.1(k)).
2. A local survey conducted pursuant to PRC Section 5024.1(g).
3. The property is listed in or eligible for listing in the NRHP (PRC Section 5024.1(d)(1)).

The process for identifying historical resources is typically accomplished by applying the criteria for listing in the California Register of Historical Resources (CRHR) (California Code of Regulations [CCR] Title 14 Section 4852), which states that a historical resource must be significant at the local, state, or national level under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in our past.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values.
4. It has yielded, or may be likely to yield, information important in prehistory or history. To be considered a historical resource for the purpose of CEQA, the resource must also have integrity, which is the authenticity of a resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance.

A unique archaeological resource is defined in Section 21083.2 of the California Public Resources Code as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and for which there is a demonstrable public interest.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Even without a formal determination of significance and nomination for listing in the CRHR, the lead agency can determine that a resource is potentially eligible for such listing,

to aid in determining whether a significant impact would occur. The fact that a resource is not listed in the CRHR, or has not been determined eligible for such listing, and is not included in a local register of historic resources, does not preclude an agency from determining that a resource may be a historical resource for the purposes of CEQA.

According to CEQA, a project that causes a substantial adverse change in the significance of a historical resource or a unique archaeological resource has a significant effect on the environment (CCR Title 14 Section 15064.5; PRC Section 21083.2). CEQA defines a substantial adverse change as (CCR Title 14 Section 15064.5(b)):

- Physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired; or
- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by the lead agency.

Consistent with AB 52, CEQA requires lead agencies to consult with any California Native American tribe traditionally and culturally affiliated with the geographic area of a proposed project that requests consultation. The CEQA guidelines recommends that a lead agency conduct consultation early in the CEQA process to allow "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 (Public Resources Code Section 21083.3.2.). The CEQA guidelines state that the California Native American Heritage Commission's Sacred Lands File (Public Resources Code section 5097.96) and the California Historical Resources Information System administered by the California Office of Historic Preservation may have additional information pertaining to tribal cultural resources. CEQA also requires that a lead agency adhere to the confidentiality provisions stipulated in Public Resources Code Section 21082.3(c).

California Government Code Section 65040.2(g)

California Government Code Section 65040.2(g) provides guidelines for consulting with Native American tribes for the following: (1) the preservation of, or the mitigation of impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code; (2) procedures for identifying through the NAHC the appropriate California Native American tribes; (3) procedures for continuing to protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects; and (4) procedures to facilitate voluntary landowner participation to preserve and protect the specific identity, location, character, and use of those places, features, and objects.

California Register of Historical Resources

The California Office of Historic Preservation maintains the California Register of Historical Resources. The California Register is the authoritative guide to the state's significant historic and archaeological resources. The program provides for the identification, evaluation, registration and protection of California's historical resources. The California Register encourages public recognition and protection of resources of architectural, historic, archaeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protection to these resources under CEQA.

California Health and Safety Code

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. Health and Safety Code, Section 7050.5, requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the County Coroner has examined the remains (Section 7050.5b). If the Coroner determines or has reason to believe the remains are those of a Native American, the Coroner must contact the NAHC within 24 hours (Section 7050.5c).

c. Local

National City Land Use Code

Chapter 18.12.160 of the National City Land Use Code establishes a procedure to identify properties of historical significance and ensure that appropriate notice is provided in the event that demolition or significant alteration or conversion is proposed. This chapter provides for the creation of a list of historic properties and the City Council is required to update periodically and provides for the review of permits that would involve demolition, significant alteration, or conversion of historic properties on the list. Prior to the issuance of the proposed permit, the National City Historical Society must be notified and shall review and make recommendations, including approval of the permit, no recommendation, recommendation that the permit be denied, or a request for further time to evaluate the

permit. The City Council may approve the permit, deny the permit if it is determined that the action may result in an adverse effect on the public welfare, or withhold issuance of the permit until all alternative measures have been thoroughly evaluated.

4.4.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to cultural resources are based on applicable criteria in the CEQA Guidelines (CCR Sections 15000-15387), Appendix G. A significant impact related to cultural resources would occur if the project would:

1) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5;
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 or to tribal cultural resources as defined in PRC Section 21074; or
3) Disturb any human remains, including those interred outside of dedicated cemeteries.

Additionally, a significant impact related to tribal cultural resources would occur if the project would:

4) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

    a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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

4.4.3 Issue 1: Historic Resources

Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

4.4.3.1 Impact Analysis

A records search of previously documented archaeological, historic, and architectural resources within and near the project site was conducted at the South Coastal Information Center (SCIC). The records search results determined that four cultural resources were previously recorded within a half-mile buffer of the project site, all four of which are prehistoric archaeological sites. No resources were identified on the project site that would meet the definition of a historic resource pursuant to CEQA Guidelines Section 15064.5.

Additional historical research was conducted for the project site utilizing the main branch of the San Diego Public library, San Diego-area history sources, and U.S. Geological Survey's historical topographic maps. No historic archaeological resources, intact buildings, or other built environment features dating to the historic period were identified within the project area. Additionally, no tribal cultural resources listed or eligible tribal for listing in the California Register of Historical Resources or in a local register of historical resources were identified.

4.4.3.2 Significance of Impacts

Based on the results of the record search, literature review, and absence of any resources that meet the criteria for listing on the National Register of Historic Places, the California Register of Historical Resources, or any other local register of historic resources, the project would not cause a substantial adverse change in the significance of a historic resource. No impact would occur.

4.4.3.3 Mitigation

No impacts would occur. No mitigation is required.

4.4.4 Issue 2: Archaeological Resources

Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

4.4.4.1 Impact Analysis

The SCIC records search identified one previously recorded archaeological resource (CA-SDI-5344) within the project site. CA-SDI-5344 was originally recorded in 1977 as small knolls with shell and lithic scatters and mapped by the SCIC as two loci, 30 meters apart. The eastern locus of CA-SDI-5344 was destroyed by construction of a State Route 54 on-ramp. During the archaeological survey conducted on the site in October 2015, two

weathered shell fragments were identified outside of the documented boundaries of CA-SDI-5344. Extensive disturbance was observed in the area including evidence of freeway construction, maintenance of the Sweetwater River channel, erosion control/retaining rocks, grading for a previous project that was never completed, rodent activity, and vegetation clearing. Transient-related grading of campsites, refuse piles, and hand-dug latrines were observed throughout the area. Due to the essential destruction of CA-SDI-5344 and the disturbed nature of the area, no changes were made to the documented site boundaries to include the isolated shell fragments. The western locus of the CA-SDI-5344 site was tested in 2009 and no cultural resources were found. No additional cultural resources were found on the project site. As such, CA-SDI-5344 is not eligible for the National Register of Historic Places under Criteria A, B, C or D, and is not eligible for the CRHR under Criteria 1, 2, 3, or 4.

Although no significant archaeological resources were identified within the project site, the potential exists for earth work activities to unearth unknown archaeological resources during grading.

4.4.4.2 Significance of Impacts

Unearthing of unknown buried archaeological resources during construction would have the potential to result in a significant impact.

4.4.4.3 Mitigation

Potential impacts to unknown buried archaeological resources would be mitigated through implementation of MM-CUL-1.

CUL-1 Archaeological Monitoring

An archaeological resources monitoring program shall be implemented, which shall include the following:

1. Prior to issuance of a grading permit, the applicant shall provide written verification to the City of National City that a qualified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the City. The City, prior to any preconstruction meeting, shall approve all persons involved in the monitoring program.
2. The qualified archaeologist and a Native American representative shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program.
3. During the original cutting of previously undisturbed deposits, the archaeological monitor(s), including a Native American monitor, shall be on-site full time to perform inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and any discoveries of prehistoric artifacts and features.

4. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed.
5. In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the City project manager at the time of discovery. The archaeologist, in consultation with the project manager for the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency, then carried out using professional archaeological methods.
6. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis.
7. All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation.
8. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Parks and Recreation (DPR) Primary and Archaeological Site Forms.
9. In the event of the discovery or recognition of any human remains, protocols and procedures noted in the Public Resources Code Section 5097.98, the California Government Code Section 27491, the Health and Safety Code Section 7050.5, and the County of San Diego Historical Resources Guidelines for the treatment of human remains encountered at archaeological sites will be followed, as summarized below:
    a. There shall be no further excavation or disturbance of the burial location and a reasonable distance around the burial until:
        i. A City official is contacted;
        ii. The coroner is contacted to determine that no investigation of the cause of death is required; and
        iii. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours. The NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD may make recommendations to the landowner or the City regarding the excavation work.

b. Native American human remains and associated funerary items that are removed from the project area of potential effect may be reburied at a location mutually agreed upon by the City, the project applicant/developer, and the MLD. If reinternment of human remains cannot be accomplished at the time of discovery, the MLD shall either take temporary possession of the remains or identify a location for the temporary, but secure, storage of the remains.

c. For the purposes of this document, human remains are defined as:

   i. Cremations including the soil surrounding the deposit;

   ii. Interments including the soil surrounding the deposit; or

   iii. Associated funerary items.

4.4.5 Issue 3: Human Remains

Would the project result in the disturbance of any human remains, including those interred outside of dedicated cemeteries?

4.4.5.1 Impact Analysis

No dedicated cemeteries or human remains are known to be located within the project site, and the potential for encountering human remains during construction activities of the project is very low. In the event that human remains are discovered, construction activities would be halted consistent with Health and Safety Code Section 7050.5 until the San Diego County (County) Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the County Coroner determines the remains to be Native American, the NAHC shall be contacted within a reasonable time frame. Subsequently, the NAHC shall identify the most likely descendant. The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

4.4.5.2 Significance of Impacts

In the unlikely event that human remains are discovered during construction, adherence to Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.98 would ensure that impacts to human remains would be less than significant.

4.4.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.4.6 Issue 4: Tribal Cultural Resources

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

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

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

4.4.6.1 Impact Analysis

A Sacred Lands File search was requested from the NAHC on November 30, 2015 which failed to indicate the presence of Native American cultural resources in the immediate project area. However, the NAHC provided a list of 15 Native American individuals and organizations that may have knowledge of cultural resources in the project area. A letter to the 15 Native American individuals and organization was sent on December 16, 2015, notifying them of the proposed project and inviting tribal participation in determining the presence of any tribal cultural resources or identifying concerns or knowledge of cultural resources in the project area. No information about tribal cultural resources has been received from the notified tribes.

Although no significant tribal cultural resources were identified within the project site, the potential exists for earth work activities to unearth unknown tribal cultural resources during grading.

4.4.6.2 Significance of Impacts

Unearthing of unknown buried tribal cultural resources during construction would have the potential to result in a significant impact.

4.4.6.3 Mitigation

Implementation of mitigation measure CUL-1 would reduce potential impacts related to tribal cultural resources to a level less than significant.

4.5 Energy

This section evaluates potential impacts related to energy conservation due to project construction and post-construction daily project operations. Energy use calculations are presented in Appendix E.

4.5.1 Existing Conditions

San Diego Gas & Electric (SDG&E) currently provides natural gas and electricity transmission and distribution infrastructure in San Diego County. SDG&E is regulated by the California Public Utilities Commission (CPUC), which is responsible for making sure that California utilities' customers have safe and reliable utility service. The program's energy needs would be supplied through the various combinations of energy resources available within the program areas, and the analysis in this section takes into account the anticipated future SDG&E energy resource use patterns.

Senate Bill (SB) 1078 established the California Renewables Portfolio Standard (RPS) Program, which required SDG&E and other statewide energy utility providers to achieve a 33 percent renewable energy mix by 2020, which SDG&E achieved. SB 350 increased the goal to a 50 percent renewable energy mix by 2030. Table 4.5-1 summarizes the SDG&E power mix as of 2017. As shown in Table 4.5-1, SDG&E used biomass, solar, and wind sources, and obtained 44 percent of its energy from renewable resources in 2017 (SDG&E 2018).

Table 4.5-1
SDG&E 2018 Power Mix

Energy Source	Power Mix (%)
Renewables	44
Biomass and Bio-waste	2
Solar	21
Wind	21
Natural Gas and Unspecified	56
SOURCE: SDG&E 2018.	

SDG&E supplies customers with electricity generated both locally and outside of the utility's service territory, with local facilities currently capable of generating a total of approximately 3,100 megawatts (MW) of power.

4.5.1.1 Existing Regulatory Framework

a. Federal Regulations

Federal Energy Policy and Conservation Act and Amendments

The Energy Policy and Conservation Act was enacted in 1975. It established a number of federal programs that play a key role in reducing energy use, most notably the Corporate Average Fuel Economy (CAFE) standards and the Energy Conservation Program for Consumer Products. The Energy Conservation Program for Consumer Products sets energy efficiency standards for certain types of appliances, including air conditioners, refrigerators, water heaters, clothes washers, and dishwashers.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act was enacted in 2007 and contains four key titles to promote energy efficiency and renewable energy generation. Titles 1 and 2 increase the federal CAFE standards, promote renewable energy use in vehicles, and create incentive programs for hybrid vehicles. Title 3 strengthens energy efficiency standards for various appliances and light bulbs, including requiring the phasing out of outdated and inefficient incandescent light bulbs. Title 4 promotes energy efficiency in buildings by establishing several educational and incentive programs.

b. State Regulations

SB 1078 (Renewables Portfolio Standard Program)

The RPS program promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal was accelerated and increased by Executive Orders S-14-08 and S-21-09 to a goal of 33 percent by 2020, which SDG&E has achieved. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030.

California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations (CCR), Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction, including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. The CBC's energy efficiency and green building standards is outlined below.

Title 24, Part 6 – Energy Efficiency Standards

The California Code of Regulations, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California

Energy Code). This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2019 Title 24, or the 2019 Energy Code, became effective January 1, 2020. The Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the California Public Utilities Commission, has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11 – California Green Building Standards Code

The California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2019 CalGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must enforce the minimum mandatory Green Building Standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in local water efficient landscaping ordinances or current model water efficient landscape ordinance standards, whichever is more stringent;
- Requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

California Energy Plan

The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. To further this policy, the plan identifies a number of strategies, including providing assistance to public agencies and fleet operators.

c. Local Regulations

SANDAG 2009 San Diego Regional Energy Strategy

The Regional Energy Strategy (RES) establishes goals for the San Diego region to be more energy efficient, increase use of renewable energy sources, and enhance the region's energy infrastructure in order to meet the growing energy demand. The RES serves as an energy policy guide to support decision-making by the San Diego Association of Governments (SANDAG) and its member agencies as the region strives to meet the energy needs of a growing population, housing stock, and number of workers while maintaining and enhancing regional quality of life and economic stability.

SDG&E Long-Term Procurement Plan

As required by the CPUC, utility companies such as SDG&E must prepare Long-Term Procurement Plans (LTPPs) to ensure that adequate energy supplies are available to maintain a reserve margin of 15 percent above the estimated energy demand. These plans outline future energy needs and how those needs can be met. In December 2006, SDG&E filed its LTPP with the CPUC, which included a 10-year energy resource plan that details its expected portfolio of energy resources over the period of 2007 through 2016. The projections included in the current LTPP were based on the CEC's California Energy Demand (CED) 2008-2018 Forecast, dated November 2007. The 2016-2026 CEC CED projections are now lower than what was anticipated in 2007.

4.5.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to air quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact related to energy would occur if the project would:

1) Result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during program construction or operation; or

2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

4.5.3 Issue 1: Energy Resources

Would the project result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources during program construction or operation?

4.5.3.1 Impact Analysis

Construction-Related Energy Use

During construction, energy use would occur in two general categories: fuel use from vehicles used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to conduct construction activities. The construction worker, equipment, hauling, and delivery trips required for the project were determined as a part of the air quality modeling prepared for the project (see Appendix E). Fuel consumption associated with on-road worker, hauling, and delivery trips were calculated using EMFAC 2017 fuel consumption rates (see Appendix E). Fuel consumption associated with on-site construction equipment was calculated using the equipment quantities and phase lengths calculated in the air quality and greenhouse gas (GHG) modeling and California Air Resources Board (CARB) OFF-ROAD model (see Appendix E). Off-site and on-site fuel consumption that would occur over the entire construction period is summarized in Tables 4.5-2 and 4.5-3, respectively.

Table 4.5-2
Off-site Construction Vehicle Fuel Consumption

Trip Type	Total Vehicle Miles Traveled	Total Fuel Consumption (gallons)	
		Gasoline	Diesel
Workers	443,232	15,412	95
Deliveries	475	--	88
Hauling	415,940	--	77,180
TOTAL	**859,647**	**15,412**	**77,363**

Table 4.5-3
On-site Construction Equipment Fuel Consumption

Phase	Phase Length (days)	Equipment	Amount	Total Usage Hours	Total Diesel Fuel Consumption (gallons)
Site Preparation	10	Rubber Tired Dozer	3	240	1,224
		Tractors/Loaders/Backhoes	4	320	659
Grading	130	Excavators	1	1,040	3,224
		Graders	1	1,040	4,116
		Rubber Tired Dozer	1	1,040	5,305
		Tractors/Loaders/Backhoes	3	3,120	6,427
Building Construction	230	Cranes	1	1,610	5,568
		Forklifts	3	5,520	5,639
		Generator Sets	1	1,840	6,564
		Tractors/Loaders/Backhoes	3	4,830	9,949
		Welders	1	1,840	2,186
Paving	20	Pavers	2	320	902
		Paving Equipment	2	320	785
		Rollers	2	320	558
Architectural Coatings	20	Air Compressors	1	120	258
TOTAL					**53,364**

Consistent with federal requirements, all equipment was assumed to meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, the project would not result in the use of excessive amounts of fuel or other forms of energy during construction.

Operation-Related Energy Use

During operation, energy use would be associated with transportation-related fuel use (gasoline, diesel fuel, and electric vehicles), and building-related energy use (electricity and natural gas).

Transportation-Related Energy Use

Buildout of the project and occupation by residents would result in transportation energy use. Trips by individuals traveling to and from the project site would result from use of passenger vehicles or public transit. Passenger vehicles would be mostly powered by gasoline, with some fueled by diesel or electricity. Public transit would be powered by diesel or natural gas, and could potentially be fueled by electricity. As described in Section 4.2.3.1 above, the 18,774-square-foot CarMax facility would generate 939 daily trips. Vehicle emission factors and fleet mix were based on regional averages from the CARB EMFAC2017 model. Based on regional data compiled by CARB as part of the EMFAC2017 model, the average regional trip length for all trips in San Diego County will be 7.48 miles in 2022 (CARB 2017). Total gasoline and diesel fuel consumption was calculated using EMFAC2017 fuel consumption rates and fleet data for light duty autos. The results are summarized in Table 4.5-4.

Table 4.5-4
Vehicle Fuel/Electricity Consumption

Fuel Type	Daily VMT	Fuel Efficiency (miles per gallon)	Gallons of Fuel per Day	Electric Efficiency (kWh per mile)*	Electric Vehicle kWh per day
Gasoline	6,802	31.31	217	--	--
Diesel	81	46.63	2	--	--
Electric	140	--	--	3.4	41
TOTAL	**7,023**	**--**	**219**	**--**	**41**

VMT = vehicle miles traveled; kWh = kilowatt hour
*EMFAC does not provide estimates for energy used by electric vehicles. This data was estimated using existing kWh/mile data and estimates of future electric vehicle efficiencies provided by the Federal Highway Administration.

Project fuel consumption would decline over time beyond initial operational year of the project as a result of continued implementation of increased federal and state vehicle efficiency standards. 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.

Non-Transportation-Related Energy Use

Non-transportation energy use would be associated with electricity and natural gas. As discussed, RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Once operational, the project would be served by SDG&E. As shown in Table 4.5-1 above, SDG&E has already achieved a 44 percent renewables mix.

Additionally, the project would be constructed in accordance with the 2019 Energy Code and the 2019 CalGreen standards. The project would be required to meet the mandatory energy requirements of 2019 CalGreen and the California Energy Code (Title 24, Part 6 of the California Code of Regulations) and would benefit from the efficiencies associated with these regulations as they relate to building heating, ventilating, and air conditioning mechanical systems, water-heating systems, and lighting. Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CalGreen operational water reduction requirements must be demonstrated through completion of water use reporting forms for non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing-fixture water use rate.

Electricity and natural gas service to the project site is provided by SDG&E. Once operational, the CarMax facility would use electricity and natural gas to run various appliances and equipment, including space and water heaters, air conditioners, ventilation equipment, lights, and numerous other devices. Generally, electricity use is higher in the warmer months due to increased air conditioning needs, and natural gas use is highest when the weather is colder as a result of high heating demand. As a part of the air quality modeling prepared for the project (see Appendix B), CalEEMod was used to estimate the total operational electricity and natural gas consumption associated with the project. Table 4.5-5 summarizes the anticipated operational energy and natural gas use.

Table 4.5-5
Operational Electricity and Natural Gas Use

	Total Use
Electricity	288,347 kWh/Year
Natural Gas	217,027 BTU/Year
kwH = kilowatt hour; BTU = British thermal unit	

4.5.3.2 Significance of Impacts

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

4.5.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.5.4 Issue 2: Conflicts with Plans or Policies

Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

4.5.4.1 Impact Analysis

The applicable state plans that address renewable energy and energy efficiency are CalGreen, the California Energy Code, and RPS. As discussed in Section 4.5.3.1 above, the project would be required to meet the mandatory energy requirements of 2019 CalGreen and the 2019 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.

4.5.4.2 Significance of Impacts

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.

4.5.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.6 Geology and Soils

This section describes potential impacts related to geology and soils issues and is based on review of the following technical document included as an appendix to the environmental impact report (EIR):

- Geotechnical Evaluation for the National City CarMax Project prepared by EEI Geotechnical and Environmental Solutions (Appendix F; EEI Geotechnical and Environmental Solutions 2015a).

4.6.1 Existing Conditions

4.6.1.1 Environmental Setting

a. Geologic Setting

The project site is located within the Peninsular Ranges Geomorphic Province of southern California. This province consists of a series of ranges separated by northwest-trending valleys; subparallel to branches of the San Andreas Fault Zone. The Peninsular Ranges Geomorphic Province, one of the largest geomorphic units in western North America, extends from the Transverse Ranges geomorphic province and the Los Angeles Basin, south to Baja California. It is bound on the west by the Pacific Ocean, on the south by the Gulf of California, and on the east by the Colorado Desert Province. The Peninsular Ranges are essentially a series of northwest-southeast oriented fault blocks.

Regional geologic maps of the project site and vicinity indicate that it is underlain by Quaternary-aged sedimentary deposits, consisting of Holocene and late Pleistocene-aged young alluvial flood-plain deposits. These alluvial deposits are described as consisting of poorly consolidated, poorly sorted, permeable floodplain deposits of sandy, silty or clay-bearing alluvium.

b. Geologic Materials

Exploratory borings and cone penetration test soundings were conducted to determine the subsurface conditions of the project site. Subsurface conditions consist of artificial fill and Holocene to late Pleistocene-aged young alluvial floodplain deposits. Fill materials were encountered in nearly half of the exploratory borings, and extended to depths ranging from approximately 2 to 8 feet below the ground surface across the subject property where encountered. In general, the fill was composed of loose to medium dense and medium stiff to very stiff, mottled red, yellow, and brown mixed sands, clays, and silts. The young alluvial floodplain deposits were encountered underlying the fill. In general, the alluvial

deposits consisted primarily of very loose to dense sands, silty-sands and clayey-sands, with interbedded layers of very soft to very stiff mixed silts and clays. Fine-grained materials were generally encountered within the upper 30 feet of soil.

c. Geologic Hazards

Faulting and Seismicity

The project site is located within an area of southern California recognized as having a number of active and potentially-active faults located nearby. The closest active fault to the project site is the Rose Canyon Fault Zone, located approximately 5.6 miles northwest of the property. Other faults in the region include the Coronado Bank Fault Zone (approximately 15.7 miles northwest), and the offshore segment of the Newport-Inglewood Fault Zone (approximately 40.3 miles north).

Expansive Soils

Expansive soils are those that are capable of undergoing significant volume changes (shrink or swell) due to variations to moisture content. Where expansive soils exist, changes in moisture content can cause unacceptable ground settlement or heaving. Two bulk samples were taken and tested for expansion potential on the CarMax site. One bulk sample had medium expansion potential, while the other bulk sample had low expansion potential.

Liquefaction

Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. Liquefaction and related phenomena have been responsible for substantial structural damage in historical earthquakes, and are a design concern under certain conditions. Liquefaction occurs in saturated soils that are soils in which the space between individual particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly the particles themselves are pressed together. Prior to an earthquake, pore water pressure is typically low. However, earthquake motion can cause the pore water pressure to increase to the point where the soil particles can readily move with respect to each other. When liquefaction occurs, the strength of the soil decreases and the ability of a soil deposit to support structural loads are reduced.

Seismically Induced Settlement

Seismically induced settlement can occur due to reorientation of soil particles during strong shaking of unsaturated sands, as well as in response to liquefaction of saturated loose granular soils. EEI evaluated the potential for seismically induced settlement to occur within the upper alluvial deposit materials. The analysis determined that the total maximum seismic-induced settlement that may occur would be on the order of 3.65 inches at isolated locations within the project site. The analysis also determined that the differential earthquake-induced settlements that may occur would be on the order of 1.70 inches across a 50-foot span.

Landslides and Slope Stability

Landslides are deep-seated ground failures that result in a large section of a slope (more than 10 feet) sliding downhill. They can result in damage to structures both above and below the slide area. The project site is relatively flat, with elevation ranges from approximately 25 feet above mean sea level (AMSL) (southwestern portions) to approximately 40 feet AMSL (northeastern portions). Similarly, land surrounding the project site is relatively flat and does not include any mountains, hillsides, or other elevated land features. Therefore, there is a low potential for landslides or slope failure on the project site.

4.6.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to geology and soils are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

   - 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;
   - Strong seismic ground shaking;
   - Seismic-related ground failure, including liquefaction; or
   - Landslides.

2) Result in substantial erosion or the loss of topsoil;

3) 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;

4) Be located on expansive soil, as defined by Building Code, creating substantial risks to life or property; or

5) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

4.6.3 Issue 1: Seismic Hazards

Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *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;*
- *Strong seismic ground shaking;*
- *Seismic-related ground failure, including liquefaction; or*
- *Landslides?*

4.6.3.1 Impact Analysis

The geotechnical evaluations completed for the project site found the suitability of the on-site soils and geologic conditions to support the proposed development. The analysis completed for the CarMax site (EEI Geotechnical Environmental Solutions, 2015a) provided site-specific analysis for the CarMax development and provides site-specific recommendations that would be implemented during site preparation and grading that would ensure the geologic stability of the site. The following discussion identifies specific geologic considerations applicable to the site.

a. Rupture of a Known Earthquake Fault

There are no known active faults crossing the project site, nor is the project site located within an earthquake fault zone as defined by the state of California. The closest active fault to the project site is the Rose Canyon Fault Zone, located approximately 5.6 miles northwest of the property. Other faults in the region include the Coronado Bank Fault Zone (approximately 15.7 miles northwest), and the offshore segment of the Newport-Inglewood Fault Zone (approximately 40.3 miles north). Therefore, due to the distance of the nearest active and inactive faults, the potential likelihood for surface fault rupture at the project site is low, and impacts would be less than significant.

b. Strong Seismic Ground Shaking

Earthquakes associated with the Rose Canyon Fault Zone (approximately 5.6 miles northwest), the Coronado Bank Fault Zone (approximately 15.7 miles northwest), and the offshore segment of the Newport-Inglewood Fault Zone (approximately 40.3 miles north) could generate strong seismic ground shaking at the project site. The City's Municipal Code has adopted Volumes I and II of the 2019 California Building Code for the purpose of governing the construction of new buildings and/or structures. Per Chapter 18, Division II, Section 1803 Geotechnical Investigations, Subsection 1803.1.1.1.1, "A geotechnical investigation shall be submitted with each application for a building permit for a new

building or addition 500 square feet and larger. The investigation and report shall comply with the requirements of Section 1803 (City of National City 2020a)." EEI has prepared a geotechnical evaluation for the proposed CarMax project consistent with this requirement. The report includes recommendations to address potential impacts associated with strong seismic ground shaking. Such recommendations include, but are not limited to conducting grading activities consistent with guidelines presented in the 2019 California Building Code and the requirements of the current edition of the County of San Diego Building Code and City of National City Grading Code, over-excavation and re-compaction, and an evaluation by a structural engineer, and other requirements for grading as specified in the geotechnical evaluation (see Appendix F). Therefore, adherence to the recommendations of site-specific geotechnical studies and state and local building code requirements would reduce impacts to a level less than significant.

c. Liquefaction

Review of the applicable Seismic Hazard Zones Map determined that the project site is located within a storm water drainage basin (floodplain) that is considered susceptible to liquefaction. EEI evaluated the potential for liquefaction to occur at the project site in accordance with the procedure recommended by The National Center for Earthquake Engineering Research. The evaluation determined that the project site would be susceptible to considerable amounts of liquefaction, with potentially liquefiable soils beneath the project site consisting of isolated and discontinuous thin lenses of saturated sands, silts, and clays. EEI has prepared a geotechnical evaluation that includes recommendations that must be followed during construction of the CarMax facility to address potential impacts associated with liquefaction (see Appendix F). Adherence to these recommendations would reduce impacts associated with liquefaction to a level less than significant.

d. Landslides

As described in Section 4.6.1.c above, the project site is relatively flat and surrounded by land with similar elevations that do not include any mountains, hillsides, or other elevated land features. Furthermore, review of the National City General Plan determined that the project site is not located within an area identified as having soil slip susceptibility. Grading earthwork within the California Department of Transportation right-of-way along the slope adjacent to State Route 54 would increase the stability of the slope by decreasing the steepness and increasing the vegetative cover. Therefore, the project would not expose people or structures to landslides, and impacts would be less than significant.

4.6.3.2 Significance of Impacts

Compliance with City regulations, the California Building Code, and adherence to the grading and site preparation recommendations presented in Appendix F would ensure that the project would not expose people or structures to seismic hazards, and impacts would be less than significant.

4.6.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.6.4 Issue 2: Erosion or Loss of Topsoil

Would the project result in substantial erosion or the loss of topsoil?

4.6.4.1 Impact Analysis

Excavation and ground-disturbing activities during construction could potentially create loose soil that would be exposed to the erosive forces of rainfall and high winds, which would increase the potential for soil erosion and loss of topsoil. Prior to construction, a site-specific stormwater pollution prevention plan (SWPPP) shall be prepared in accordance with the State Water Resources Control Board (SWRCB) Construction General Permit. The SWPPP shall describe best management practices (BMPs) to be used during and after construction to prevent discharge of sediment and other pollutants in storm water runoff from the project site. The BMPs would provide erosion and sedimentation control through measures such as silt fences, fiber rolls, or gravel bags.

4.6.4.2 Significance of Impacts

Earth-disturbing activities associated with construction would be temporary and compliance with the General Construction Permit and BMPs outlined in the SWPPP would ensure that impacts related to soil erosion and the loss of topsoil would be less than significant.

4.6.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.6.5 Issue 3: Soil Stability

Would the project 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?

4.6.5.1 Impact Analysis

As described in Section 4.6.1.1.c, the project site is relatively flat and surrounded by land with similar elevations that do not include any mountains, hillsides, or other elevated land features. Furthermore, review of the National City General Plan determined that the project site is not located within an area identified as having soil slip susceptibility. Therefore, the project would not be exposed to on- or off-site landslides.

As described in Section 4.6.3.1, the project site would be susceptible to considerable amounts of liquefaction, with potentially liquefiable soils beneath the project site consisting of isolated and discontinuous thin lenses of saturated sands, silts, and clays. As a result of liquefaction, mobility can be triggered by loading in soil deposits with stresses lower than the soil strength. Lateral spreading, a common result of cyclic mobility, can occur on gently sloping and on flat ground close to rivers and lakes. Due to the presence of a Sweetwater River channel located approximately 700 feet southwest of the proposed CarMax building locations, it appears that the subject property is susceptible to lateral spreading in the event of the design earthquake. Similarly, the future hotel would also be susceptible to lateral spreading in the event of the design earthquake.

EEI evaluated the potential for seismically induced settlement to occur within the upper alluvial deposit materials. The analysis determined that these materials are unsuitable for the support of settlement-sensitive structures in their current condition for both the CarMax facility. The analysis also determined that the site may be prone to earthquake-induced settlement. The geotechnical evaluations identify grading and site preparation recommendations designed to address potential impacts associated with lateral spreading and seismic induced settlement (see Appendix F).

4.6.5.2 Significance of Impacts

Implementation of grading and site preparation recommendations documented in Appendix F would ensure that impacts related to unstable geologic units or soils would be less than significant.

4.6.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.6.6 Issue 4: Expansive Soils

Would the project be located on expansive soil, as defined by Building Code, creating substantial risks to life or property?

4.6.6.1 Impact Analysis

As described in Section 4.6.1.1.c, EEI determined that one bulk sample evaluated at the CarMax site had medium expansion potential, while a second bulk sample had low expansion potential. Based on review of these two bulk samples and overall soil conditions of the project site, EEI determined that the bulk sample with medium expansion potential represented a localized pocket of clayey materials, and that the majority of soils beneath the project site are anticipated to have very low to low expansive potential. Thus, expansive soils are not anticipated to result in instable geologic conditions on the project site.

4.6.6.2 Significance of Impacts

The majority of soils beneath the project site are anticipated to have very low to low expansive potential. Implementation of grading and site preparation recommendations documented in Appendix F would further ensure geologic stability at the project site. Therefore, the project would not be located on expansive soil, and impacts would be less than significant.

4.6.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.6.7 Issue 5: Septic Systems

Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

4.6.7.1 Impact Analysis

The project would be served by existing municipal wastewater services. No septic tanks or alternative waste water disposal systems would be used.

4.6.7.2 Significance of Impacts

No impacts would occur.

4.6.7.3 Mitigation

No impacts would occur. No mitigation is required.

4.7 Greenhouse Gas Emissions

The following section addresses effects of the project with regard to greenhouse gas emissions (GHG) emissions and resultant global climate change. The analysis is based on the following technical document included as an appendix to the Environmental Impact Report (EIR):

- Greenhouse Gas Analysis for the National City CarMax and Hotel Project, National City, California (Appendix G; RECON 2020b).

4.7.1 Existing Conditions

4.7.1.1 Regulatory Framework

A summary of some of the key programs and regulations concerning GHG emissions and climate change is presented below. Additional information on other programs and regulations is contained in Appendix G.

a. Federal

Environmental Protection Agency

The United States Environmental Protection Agency (U.S. EPA) has many federal level programs and projects to reduce GHG emissions. The U.S. EPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the proposed project is the Energy Star program. Energy Star products such as appliances, building products, heating and cooling equipment, and other energy-efficient equipment may be utilized by the project.

Energy Star is a joint program of U.S. EPA and the U.S. Department of Energy, which promotes energy efficient products and practices. Tools and initiatives include the Energy Star Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2020, which provides information on exceptional products which represent the leading edge in energy efficient products in the year 2020 (U.S. EPA 2020a).

The U.S. EPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy-Environment State Partnership Program, the Climate Ready Water Utilities

Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (U.S. EPA 2020b).

Corporate Average Fuel Economy Standards

The project would generate additional vehicle trips. These vehicles would consume fuel and would result in GHG emissions. The federal Corporate Average Fuel Economy (CAFE) standards determine the fuel efficiency of certain vehicle classes in the U.S. The first phase of the program applied to passenger cars, new light-duty trucks, and medium-duty passenger cars with model years 2012 through 2016, and required these vehicles to achieve a standard equivalent to 35.5 miles per gallon (mpg). The second phase of the program applies to model years 2017 through 2025 and increased the standards to 54.5 mpg. Separate standards were also established for medium- and heavy-duty vehicles. The first phase applied to model years 2014 through 2018 and the second phase applies to model years 2018 through 2027. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

b. State

The state of California has a number of policies and regulations that are either directly or indirectly related to GHG emissions. Only those most relevant to land use development projects are included in this discussion.

Executive Orders and Statewide GHG Emission Targets

Executive Order S-3-05

This Executive Order (EO) established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020, reduce GHG emissions to 1990 levels;
- by 2050, reduce GHG emissions to 80 percent below 1990 levels.

This EO also directs the secretary of the California Environmental Protection Agency to oversee the efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets and on the impacts to California related to global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry. With regard to impacts, the report shall also prepare and report on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has been updated every two years.

Executive Order B-30-15

This EO, issued on April 29, 2015, establishes an interim GHG emission reduction goal for the state of California by 2030 of 40 percent below 1990 levels. This EO also directed all

state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in EO S-3-05. Additionally, this EO directed the California Air Resources Board (CARB) to update its Climate Change Scoping Plan to address the 2030 goal.

California Global Warming Solutions Act

In response to EO S-3-05, the California Legislature passed Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, and thereby enacted Sections 38500–38599 of the California Health and Safety Code. The heart of AB 32 is its requirement that CARB establish an emissions cap and adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. AB 32 also required CARB to adopt a plan by January 1, 2009 indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

In 2008, CARB estimated that annual statewide GHG emissions were 427 million metric tons carbon dioxide equivalent (MMT CO_2E) in 1990 and would reach 596 MMT CO_2E by 2020 under a business as usual (BAU) condition (CARB 2008). To achieve the mandate of AB 32, CARB determined that a 169 MMTCO_2E (or approximate 28.5 percent) reduction in BAU emissions was needed by 2020. In 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. CARB determined that the economic downturn reduced the 2020 BAU by 55 MMT CO_2E; as a result, achieving the 1990 emissions level by 2020 would require a reduction in GHG emissions of 21.7 (not 28.5) percent from the 2020 BAU. California has been on track to achieve 1990 levels, and based on the GHG inventories presented in Section 4.7.1.2 below, achieved the goal by 2017.

Approved in September 2016, Senate Bill (SB) 32 updates the California Global Warming Solutions Act of 2006 and enacts EO B-30-15. Under SB 32, the state would reduce its GHG emissions to 40 percent below 1990 levels by 2030. This is equivalent to an emissions level of approximately 260 MMT CO_2E for 2030. In implementing the 40 percent reduction goal, CARB is required to prioritize emissions reductions to consider the social costs of the emissions of GHGs; where "social costs" is defined as "an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of greenhouse gas emission per year."

Climate Change Scoping Plan

As directed by the California Global Warming Solutions Act of 2006, in 2008, CARB adopted the *Climate Change Scoping Plan: A Framework* for Change (2008 Scoping Plan). The 2008 Scoping Plan identifies the main strategies the State of California will implement to achieve the GHG reductions necessary to reduce statewide forecasted BAU GHG emissions in 2020 to the state's historic 1990 emissions level (CARB 2008). In November 2017, CARB released the 2017 Climate Change Scoping Plan Update, the Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Scoping Plan; CARB 2017b). The 2017 Scoping Plan identifies state strategies for achieving the state's 2030 interim GHG emissions reduction target codified by SB 32. Measures under the 2017 Scoping Plan

Scenario build on existing programs such as the Low Carbon Fuel Standard, Advanced Clean Cars Program, Renewables Portfolio Standard (RPS), Sustainable Communities Strategy, Short-Lived Climate Pollutant Reduction Strategy, and the Cap-and-Trade Program. Additionally, the 2017 Scoping Plan proposes new policies to address GHG emissions from natural and working lands.

Regional Emissions Targets – Senate Bill 375

SB 375, the 2008 Sustainable Communities and Climate Protection Act, was signed into law in September 2008 and requires CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Scoping Plan. The purpose of SB 375 is to align regional transportation planning efforts, regional GHG reduction targets, and fair-share housing allocations under state housing law. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy or Alternative Planning Strategy to address GHG reduction targets from cars and light-duty trucks in the context of that MPO's Regional Transportation Plan. San Diego Association of Governments (SANDAG) is the San Diego region's MPO. The CARB targets for the SANDAG region require a 15 percent reduction in GHG emissions per capita from automobiles and light-duty trucks compared to 2005 levels by 2020, and a 19 percent reduction by 2035.

Renewables Portfolio Standard

The RPS promotes diversification of the state's electricity supply and decreased reliance on fossil fuel energy sources. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020 (referred to as the "Initial RPS"), the goal has been accelerated and increased by EOs S-14-08 and S-21-09 to a goal of 33 percent by 2020. In April 2011, SB 2 (1X) codified California's 33 percent RPS goal. In September 2015, the California Legislature passed SB 350, which increases California's renewable energy mix goal to 50 percent by year 2030. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.

Assembly Bill 341 – Solid Waste Diversion

The Commercial Recycling Requirements mandate that businesses (including public entities) that generate 4 cubic yards or more of commercial solid waste per week and multi-family residential with five units or more arrange for recycling services. Businesses can take one or any combination of the following in order to reuse, recycle, compost, or otherwise divert solid waste from disposal. Additionally, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020.

California Code of Regulations, Title 24 – California Building Code

The California Code of Regulations, Title 24, is referred to as the California Building Code (CBC). It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, handicap accessibility, and so on. Of particular relevance to GHG reductions are the CBC's energy efficiency and green building standards.

Title 24, Part 6 – Energy Efficiency Standards

The California Code of Regulations, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficient technologies and methodologies as they become available, and incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum standards.

The current version of the Energy Code, known as 2019 Title 24, or the 2019 Energy Code, became effective January 1, 2020. The Energy Code provides mandatory energy-efficiency measures as well as voluntary tiers for increased energy efficiency. The California Energy Commission (CEC), in conjunction with the California Public Utilities Commission, has adopted a goal that all new residential and commercial construction achieve zero net energy by 2020 and 2030, respectively. It is expected that achievement of the zero net energy goal will occur via revisions to the Title 24 standards.

New construction and major renovations must demonstrate their compliance with the current Energy Code through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC approved energy performance software that shows iterative increases in energy efficiency given the selection of various heating, ventilation, and air conditioning; sealing; glazing; insulation; and other components related to the building envelope.

Title 24, Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11 first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 CBC). The most recent 2019 CalGreen institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. Local jurisdictions must enforce the minimum mandatory requirements and may adopt CalGreen with amendments for stricter requirements.

The mandatory standards require:

- Outdoor water use requirements as outlined in local water efficient landscaping ordinances or current model water efficient landscape ordinance standards, whichever is more stringent;
- Requirements for water conserving plumbing fixtures and fittings;
- 65 percent construction/demolition waste diverted from landfills;
- Infrastructure requirements for electric vehicle charging stations;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and

- Requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards.

Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CalGreen mandatory requirements must be demonstrated through completion of compliance forms and worksheets.

c. Local

General Plan

The National City General Plan contains policies that are intended to support and promote GHG emissions reductions and local initiatives and programs to encourage sustainability (City of National City 2011a). Policies in the Land Use and Community Character Element promote smart growth consistent with statewide and regional planning goals and policies, encourage a mix of land uses and the development of complete neighborhoods that reduce vehicle usage, encourage the development of community green space, and encourage pedestrian and bicycle use through high-quality streetscape design. The Circulation Element provides policies to encourage transit-oriented development, promote use of public transit and provide a safe environment for walking and biking. Policies in the Safety Element are intended to prepare the City for natural disasters that may increase as a result of climate change. The Open Space and Agriculture Element includes policies to preserve existing open space, develop a city-wide urban agriculture program, manage the urban forest and provide adequate park space for all residents. Policies in the Health and Environment Element are intended to provide all residents with access to healthy food and opportunities to lead healthy lifestyles. The Conservation and Sustainability Element contains policies to reduce the City's carbon footprint, energy usage, and waste generation.

Climate Action Plan

The National City Climate Action Plan (CAP) addresses major sources of GHG emissions in the City and sets forth a detailed and long-term strategy that the City and community can implement to achieve GHG emissions reduction targets. Implementation of the CAP supports the state's emission reduction targets. The City has adopted a reduction target of 15 percent below 2005 baseline emission levels by the year 2020, with additional reductions by the year 2030, for both community-wide and government operations. To reach this target, the City must reduce annual community-wide emissions by 119,279 metric tons carbon dioxide equivalent (MT CO_2E) from 2020 BAU levels and government operations emissions must be reduced by 1,459 MT CO_2E from 2020 BAU levels. The CAP includes community-wide GHG reduction measures for the energy, transportation and land use, solid waste, and water and wastewater sectors. In total, implementation of the measures would reduce GHG emissions by 137,137 MT CO_2E from the 2020 BAU forecast. By 2030, implementation of the CAP measures would reduce GHG emissions by 156,127 MT CO_2E from the 2030 BAU forecast (City of National City 2011b).

4.7.1.2 State and Regional GHG Inventories

The CARB performs statewide GHG inventories. The inventory is divided into nine broad sectors of economic activity: agriculture, commercial, electricity generation, forestry, high GWP emitters, industrial, recycling and waste, residential, and transportation. Emissions are quantified in million metric tons of CO_2 equivalent (MMT CO_2E). Table 4.7-1 shows the estimated statewide GHG emissions for the years 1990, the baseline year for established statewide reduction targets, and 2017, the year of the most recent available data.

Table 4.7-1
California GHG Emissions by Sector in 1990 and 2017

Sector	1990[1] Emissions in MMT CO_2E (% total)[2]	2017[3] Emissions in MMT CO_2E (% total)[2]
Electricity Generation	110.5 (25.7%)	62.6 (14.8%)
Transportation	150.6 (35.0%)	174.3 (41.1%)
Industrial	105.3 (24.4%)	101.1 (23.8%)
Commercial	14.4 (3.4%)	23.3 (5.5%)
Residential	29.7 (6.9%)	30.4 (7.2%)
Agriculture & Forestry	18.9 (4.4%)	32.4 (7.6%)
Not Specified	1.3 (0.3%)	--
TOTAL[4]	**430.7**	**424.1**

SOURCE: CARB 2007 and 2019.
[1]1990 data was obtained from the CARB 2007 source and are based on IPCC fourth assessment report GWPs.
[2]Percentages may not total 100 due to rounding.
[3]2017 data was retrieved from the CARB 2019 source and are based on IPCC fourth assessment report GWPs.
[4]Totals may vary due to independent rounding.

As shown in Table 4.7-1, statewide GHG source emissions totaled approximately 430.7 MMT CO_2E in 1990, and 424.1 MMT CO_2E in 2017. Many factors affect year-to-year changes in GHG emissions, including economic activity, demographic influences, environmental conditions such as drought, and the impact of regulatory efforts to control GHG emissions. As shown in Table 4.7-1, transportation-related emissions consistently contribute to the most GHG emissions.

A 2005 GHG emissions inventory was prepared as a part of preparation of the City's CAP. The inventory was conducted using the International Council on Environmental Initiatives Cities for Climate Protection inventory methodology. Table 4.7-2 summarizes the inventory. As shown, the primary sources of GHG emissions in National City are energy (electricity and natural gas) and transportation.

Table 4.7-2 National City 2005 Community-wide GHG Emission Inventory		
Category	MT CO_2E	Percent of Total
Residential Energy	35,082	6.4%
Commercial/Industrial Energy	139,026	25.2%
Transportation	359,029	65.2%
Solid Waste	14,308	2.6%
Water and Wastewater	3,269	0.6%
TOTAL	**550,714**	**100.0%**
SOURCE: City of National City 2011b.		

An additional GHG emissions inventory was prepared in 2019 for the years 2012 through 2014. Table 4.7-3 summarizes the year 2012 through 2014 inventories.

Table 4.7-3 National City 2012-2014 Community-wide GHG Emission Inventory						
	2012		2013		2014	
Category	MT CO_2E	Percent of Total	MT CO_2E	Percent of Total	MT CO_2E	Percent of Total
On-Road Transportation	213,200	62.2%	211,500	62.6%	208,900	64.3%
Electricity	84,000	24.5%	81,200	24.0%	72,700	22.4%
Natural Gas	35,000	10.2%	34,500	10.2%	31,200	9.6%
Solid Waste	8,600	2.5%	8,600	2.5%	8,600	2.6%
Water	1,300	0.4%	1,600	0.5%	2,900	0.9%
Wastewater	600	0.2%	500	0.1%	700	0.2%
TOTAL	**342,700**	**100.0%**	**337,900**	**100.0%**	**325,000**	**100.0%**
SOURCE: Energy Policy Initiative Center 2019.						

4.7.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to greenhouse gas emissions are based on applicable criteria in the CEQA Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact related to greenhouse gas emissions would occur if the project would:

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or

2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

No GHG emission threshold has been adopted by the City or San Diego Air Pollution Control District (SDAPCD) for land development projects. Thus, in the absence of a threshold of significance for GHG emissions, the project is evaluated based on the South Coast Air Quality Management District's (SCAQMD's) recommended/preferred option threshold for all land use types of 3,000 MT CO_2E per year (SCAQMD 2008). This threshold

has been used in other cities within San Diego County and is appropriate for addressing potential impacts associated with climate change. According to the SCAQMD, this is the primary threshold used for determining significance. This threshold uses the EO S-3-05 goal as the basis for deriving the screening level. The screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. The capture of 90 percent of new development establishes a strong basis for demonstrating that cumulative reductions are being achieved across the state to achieve AB 32 goals (CAPCOA 2008). Therefore, for the purposes of this analysis, the City is using a threshold of 3,000 MT CO_2E annually. The project was also evaluated for consistency with the City's CAP implementation measures.

4.7.3 Issue 1: GHG Emissions

Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (based on the SCAQMD screening threshold of 3,000 MT CO_2E per year)?

4.7.3.1 Impact Analysis

The project's GHG emissions were calculated using the CalEEMod Version 2016.3.2 (CAPCOA 2017). The CalEEMod program is a tool used to estimate air emissions resulting from land development projects based on California-specific emission factors. CalEEMod can be used to calculate emissions from mobile (on-road vehicles), area (fireplaces, consumer products [cleansers, aerosols, and solvents], landscape maintenance equipment, architectural coatings), water and wastewater, and solid waste sources. GHG emissions are estimated in terms of total MT CO_2E. Detailed methodology and model results are included in the Greenhouse Gas Analysis (see Appendix G).

a. Construction Emissions

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and in the commuter vehicles of construction workers. Smaller amounts of GHGs are also emitted through energy embodied in water used for fugitive dust control.

Every phase of the construction process, including demolition, grading, paving, and building, emits GHGs in volumes directly related to the quantity and type of construction equipment used. GHG emissions associated with each phase of project construction are calculated by multiplying the total fuel consumed by the construction equipment and worker trips by applicable emission factors. The number and pieces of construction equipment are calculated based on the project-specific design. In the absence of project-specific construction information, equipment for all phases of construction is estimated based on the size of the land use.

b. Vehicle Emissions

GHG emissions from vehicles come from the combustion of fossil fuels in vehicle engines. The vehicle emissions are calculated based on the vehicle type and the trip rate for each land use. The vehicle emission factors and fleet mix used in the current version of CalEEMod are derived from CARB's 2014 Emission Factors model (EMFAC2014; CARB 2014). The project would generate 892 average daily trips (LOS Engineering, Inc. 2018, 2020). Based on regional data compiled by CARB as part of the emission factor model (EMFAC2017), the average regional trip length for all trips in San Diego County for the soonest operational year of 2022 is 7.48 miles (CARB 2017c). Default vehicle emission factors for year 2022 were used.

c. Energy Emissions

GHGs are emitted as a result of activities in buildings for which electricity and natural gas are used 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 operation. Electric power generation accounts for the second largest sector contributing to both inventoried and projected statewide GHG emissions. Combustion of fossil fuel emits criteria pollutants and GHGs directly into the atmosphere. When this occurs in a building, this is considered a direct emissions source associated with that building. CalEEMod estimates emissions from the direct combustion of natural gas for space and water heating.

CalEEMod estimates GHG emissions from energy use by multiplying average rates of residential and non-residential energy consumption by the quantities of residential units and non-residential square footage entered in the land use module to obtain total projected energy use. This value is then multiplied by electricity and natural gas GHG emission factors applicable to the project location and utility provider.

The project would be served by San Diego Gas & Electric (SDG&E). Therefore, SDG&E's specific energy-intensity factors (i.e., the amount of CO_2, CH_4, and N_2O per kilowatt-hour) are used in the calculations of GHG emissions. As discussed in Section 3.2.2.5, the state mandate for renewable energy is 33 percent by 2020. Based on the most recent annual report, SDG&E has already procured 44 percent (CPUC 2019). However, the energy-intensity factors included in CalEEMod by default only represent a 10.2 percent procurement of renewable energy (SDG&E 2011). To account for the continuing effects of RPS, the energy-intensity factors included in CalEEMod were adjusted to reflect the current procurement of 44 percent renewable energy. SDG&E energy intensity factors are shown in Table 4.7-4.

Table 4.7-4
San Diego Gas & Electric Intensity Factors

GHG	2009 (lbs/MWh)	2020 (lbs/MWh)
Carbon Dioxide (CO_2)	720.49	449.30
Methane (CH_4)	0.029	0.018
Nitrous Oxide (N_2O)	0.006	0.004

SOURCE: SDG&E 2011.
lbs = pounds
MWh = megawatt hour

d. Area Source Emissions

Area sources include GHG emissions that would occur from the use of landscaping equipment. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. The landscaping equipment emission values were derived from the 2011 In-Use Off-Road Equipment Inventory Model (CARB 2011).

e. Water and Wastewater Emissions

The amount of water used 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 CH_4 and N_2O.

The indoor and outdoor water use consumption data for each land use subtype comes from the Pacific Institute's *Waste Not, Want Not: The Potential for Urban Water Conservation in California* 2003 (as cited in CAPCOA 2017). Based on that report, a percentage of total water consumption was dedicated to landscape irrigation, which is used to determine outdoor water use. Wastewater generation was similarly based on a reported percentage of total indoor water use (CAPCOA 2017).

The project would be subject to CalGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to demonstrate compliance with CalGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for the project.

Additional water use would be associated with the proposed carwash. Carwash water use was calculated assuming each wash would use 35 gallons per vehicle (International Carwash Association 2002), and 100 vehicles would be washed per day.

In addition to water reductions under CalGreen, the GHG emissions from the energy used to transport the water are affected by RPS. As discussed previously, to account for the effects of RPS through 2020, the energy-intensity factors included in CalEEMod were adjusted to reflect 44 percent renewable energy (see Table 4.7-4 above).

f. Solid Waste Emissions

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 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 parameters. According to a California Department of Resources Recycling and Recovery (CalRecycle) report to the Legislature, as of 2013 California has achieved a statewide 50 percent diversion of solid waste from landfills through "reduce/recycle/compost" programs (CalRecycle 2015). However, AB 341 mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020. As a conservative analysis, no reduction in solid waste GHG emissions was assumed. Therefore, to account for the continuing actions of recycling requirements under state law (i.e., AB 341), a 25 percent solid waste diversion rate was included in the model.

h. Total GHG Emissions

Table 4.7-5 provides a summary of the calculation methodology for each emission source calculated. Table 4.7-6 shows that the project would generate a total of 510 MT CO_2E annually, which is less than the 3,000 $MTCO_2E$ screening threshold.

Table 4.7-5
Summary of GHG Emission Calculation Methodology

Source	Project Emission Calculation
Construction	Construction emissions were amortized over 30 years and added to operational emissions.
Vehicles	Vehicle emissions were calculated using vehicle emission factors for year 2022, 892 average daily trips, and a 7.48-mile trip length.
Energy	As a conservative analysis, GHG emissions were calculated using 2016 Title 24 energy code standards. Additionally, to account for the effects of RPS through 2020, the SDG&E energy-intensity factors were adjusted to reflect the current procurement of 44 percent renewable energy.
Area	Area-source emissions were calculated based on standard landscaping equipment and quantities and consumer product emission factors. The project would not include woodstoves or fireplaces.
Water	A 20 percent increase in indoor water use efficiency was included in the water consumption calculations in accordance with CalGreen standards. Carwash water use was calculated assuming each wash would use 35 gallons per vehicle, and 100 vehicles would be washed per day. Additionally, to account for the effects of RPS through 2020, the SDG&E energy-intensity factors were adjusted to reflect the current procurement of 44 percent renewable energy.
Solid Waste	Emissions were calculated using standard generation rates and emission factors, which are based on CalRecycle waste generation rates.

Table 4.7-6 Project GHG Emissions (MT CO_2E per Year)	
Emission Source	Project GHG Emissions
Vehicles	384
Energy Use	71
Area Sources	<1
Water Use	13
Solid Waste Disposal	36
Construction	53
TOTAL	**558**
Note: Totals may vary due to independent rounding.	

4.7.3.2 Significance of Impacts

in the project would generate a total of 558 MT CO_2E annually, which is less than the 3,000 MT CO_2E screening level. By emitting less than 3,000 MT CO_2E, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Therefore, the project would not generate GHG emissions, either directly or indirectly, that would adversely affect the environment, and impacts would be less than significant.

4.7.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.7.4 Issue 2: Consistency with Plans, Policies, and Regulations

Would the project conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHG?

4.7.4.1 Impact Analysis

a. Climate Action Plan

As discussed in Section 4.7.1.1.c, the CAP includes community-wide GHG reduction measures for the energy, transportation and land use, solid waste, and water and wastewater sectors. Table 4.7-7 summarizes the project's consistency with CAP policies applicable to the project. Additionally, based on the updated year 2012 through 2014 inventories summarized in Table 4.7-3 above, the City achieved their 2020 target. Since the project is consistent with CAP policies, the project would not interfere with community-wide GHG reductions post 2020.

Table 4.7-7 Project Consistency with CAP Policies		
Sector	Policies	Project Consistency
Energy	New Construction A1.b.1 Encourage private development projects to exceed the energy efficiency requirements of CalGreen by providing technical assistance, financial assistance and other incentives. A1.b.2 Encourage LEED certification for all new commercial and industrial buildings. A1.b.3 Increase enforcement of building energy requirements to reduce the rate of noncompliance. Peak Electricity Demand A1.e.1 Provide information and resources about peak demand and climate change, as well as environmental and monetary costs associated with peak electricity demand.	The project would be constructed in accordance with energy efficiency standards effective at the time building permits are issued. The current 2019 Energy Code is estimated to decrease energy consumption by 30 percent for non-residential buildings when compared to the 2016 Title 24 Energy Code. GHG emissions associated with energy use would also decrease due to SANDAG's continued implementation of RPS. Additionally, the CarMax facility would utilize an Energy Management System to manage operating times, use efficiency, and cost efficiency for lighting, heating, ventilation, and air conditioning systems and computer systems. The Energy Management System would also manage power load during peak hours to minimize energy use to prevent utilities from having to provide temporary additional power during peak time).
Transportation and Land Use	Smart Growth A2.a.1 Foster land use intensity near, along with connectivity to, retail and employment centers and services to reduce vehicle miles traveled (VMT) and increase the efficiency of delivery of services. Low Carbon Transportation A2.b.2 Implement bicycle corridor improvements and supportive infrastructure. A2.b.3 Implement strategies that prioritize parking for high occupancy vehicles (HOVs) – carpools, vanpools and transit vehicles.	The project site is located within an area developed with a mix of residential and commercial uses, including the Westfield Plaza Bonita Mall. The Metropolitan Transit System provides bus service near the project site with routes 705, 961, and 963. Bus routes 961 and 963 serve bus stops at the intersection of Sweetwater Road and Plaza Bonita Road, located approximately 1,300 feet from the center of the project site. Bus route 705 serves a bus stop on the east side of the Westfield Plaza Bonita Mall, which is about 2,900 feet from the center of the project site. Additionally, the Sweetwater Loop and River Trail which is used for walking and biking is located near the project's southern boundary

Table 4.7-7 Project Consistency with CAP Policies		
Sector	Policies	Project Consistency
Solid Waste	A3.a.1 Implement a program to reduce, reuse and recycle community construction and demolition waste. A3.a.2 Establish incentives for residents to participate in green waste recycling programs.	Construction of the project would not require demolition of any permanent buildings, concrete, or asphalt that would generate a substantial amount of waste. Recycling would be conducted during construction, and project design would include recycling bins and dedicated trash enclosures which would be serviced by EDCO. In addition, the project would comply with all applicable regulations pertaining to solid waste during both the construction and operational phases of the project including AB 341, which mandates that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020. Additionally, the CarMax facility would implement operational recycling for oil, anti-freeze, oil filters, tires, battery cores, scrap metal on a case-by-case basis, paint waste.
Water and Wastewater	A4.a.1 Adopt water efficiency principles similar to the Ahwahnee Water Principles for Resource Efficient Land Use for new and existing residential and commercial developments. A4.a.2 Support landscape design educational programs to help residential and commercial customers install low water use landscaping, thereby reducing water-related energy use. A4.a.3 Encourage water efficiency audits at point of sale for commercial and residential properties.	The project would be subject to CalGreen, which requires a 20 percent increase in indoor water use efficiency. The CarMax facility would utilize low-flow plumbing fixtures and conduct water use monitoring. The CarMax facility would also utilize water reclaim tanks for the carwash and oil/water separators. Eighty-five percent of the carwash water would be recycled.

b. State Plans, Policies, and Regulations

As discussed in Section 4.7.1.1.b above, 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.

The project would not exceed the 3,000 MT CO_2E screening threshold for GHG emissions. This threshold is based on the concept of establishing a 90 percent GHG emission capture rate. A 90 percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to a CEQA analysis, which includes analyzing feasible alternatives and imposing feasible mitigation measures. The market capture rate is based on guidance from the CAPCOA report CEQA & Climate Change, dated January 2008, which identifies several potential approaches for assessing a project's GHG emissions (CAPCOA 2008). Following the market capture rate approach, a lead agency defines an acceptable capture rate and identifies the corresponding emissions level. Following rationale presented in the CAPCOA Guidance, the aggregate emissions from all projects with individual annual emissions that are equal to or less than the identified market capture rate would not impede achievement of the state GHG emissions reduction targets codified by AB 32 (2006) and SB 32 (2016), and therefore would be considered less than cumulatively considerable under CEQA. A 90 percent emission capture rate sets the emission threshold low enough to capture a substantial fraction of future stationary source projects that would be constructed to accommodate future statewide population and economic growth, while setting the emission threshold high enough to exclude small projects that will in aggregate contribute a relatively small fraction of the cumulative statewide GHG emissions.

Project GHG emissions would be less than the 3,000 MT CO_2E screening threshold. 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 2050 GHG emission reduction targets identified by EO S-3-05.

4.7.4.2 Significance of Impacts

The project would not conflict with any local or state plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG, and impacts would be less than significant.

4.7.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8 Hazards and Hazardous Materials

This section describes potential hazards related to hazards and hazardous materials and is based on review of the following technical document included as an appendix to the environmental impact report (EIR).

- Phase I Environmental Site Assessment (ESA) (Appendix H, EEI Geotechnical and Environmental Solutions 2015b).

4.8.1 Existing Conditions

4.8.1.1 Environmental Setting

a. Hazardous Materials

Hazardous materials include a wide variety of substances commonly used in households and businesses. Used motor oil, paint, solvents, lawn care and gardening products, household cleaners, gasoline, and refrigerants are among the diverse range of substances classified as hazardous materials. Nearly all businesses and residences generate some amount of hazardous waste. Certain businesses and industries generate larger amounts of such substances, including gas stations, automotive service and repair shops, printers, dry cleaners, and photo processors. Some hazardous materials present a radiation risk. Radioactive materials, if handled improperly or radiation accidentally released into the environment, can be dangerous because certain types of radiation can cause harmful effects on the human body.

A Phase I ESA was prepared for the proposed project to assess the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment (i.e., recognized environmental condition (REC) as delineated in ASTM E1527-13). The Phase I ESA defines several types of RECs as follows:

Known or suspected RECs – are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.

Controlled RECs (CRECs) – are defined as a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a NFA letter or

equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (e.g., property use restrictions, activity and use limitations (AULs), institutional controls, or engineering controls).

Historical Recognized Environmental Conditions (HRECs) – are defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted residential use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, AULs, institutional controls, or engineering controls).

De Minimis Conditions – include environmental concerns identified which may warrant discussion but do not qualify as RECs.

The methodology and findings of the Phase I ESA concerning hazardous materials on the project site are summarized below:

- A reconnaissance of the project site was conducted to physically observe the subject property, site structures (if any), and adjoining properties for conditions indicating an existing release, past release, or threatened release of any hazardous substances or petroleum products into structures on the property, or into soil and/or groundwater beneath the property. No evidence of contamination, distressed vegetation, petroleum-hydrocarbon surface staining, waste drums, underground storage tanks, aboveground storage tanks, illegal dumping, or improper waste storage/handling was noted during our site reconnaissance. Additionally, a visual and auto reconnaissance of the adjoining neighborhoods was conducted (to the extent practical) to evaluate the potential for off-site impacts that may affect the subject property. Potential off-site impacts would include evidence of chemical storage or usage, surface staining or leakage, distressed vegetation, or evidence of illegal dumping. None of the adjacent properties were identified as having environmental related issues on any of the databases researched, and are not considered an environmental concern. No service stations, dry cleaners, or industrial properties were located in the immediate vicinity of the project site.

- The Phase I ESA included a Tier 1 Vapor Encroachment Screening evaluation for the project site in order to determine whether a potential Vapor Encroachment Condition exists from chemicals of concern that may migrate as vapors onto a property as a result of contaminated soil and groundwater on or near the property. Based upon the Tier 1 Vapor Encroachment Screening, there are no sites in the vicinity which would pose a potential Vapor Encroachment Condition at the subject property.

- Electronic database listings for possible hazardous waste generating establishments in the vicinity of the project site, as well as adjacent sites with known environmental concerns were reviewed. No waste generating establishments in the vicinity of the project site or adjacent sites with known environmental concerns were identified the

database review. A detailed list of each database review and the results is presented in Appendix H.

- A regulatory agency review with the National City Fire Department, County of San Diego Department of Environmental Health (DEH), Department of Toxic Substances Control, State Water Resources Control Board, Division of Oil, Gas and Geothermal Resources, and National Pipeline Mapping System did not identify any RECs, with the exception of possible undocumented fills soils identified in the Phase I ESA prepared previously for the project site in 2005 listed by the County of San Diego DEH. Similarly, no oil and gas wells or pipelines were identified during review of the Division of Oil, Gas and Geothermal Resources or National Pipeline Mapping System, respectively.

- Aerial photographs and historical topographical maps dating between 1904 and 2014 were reviewed to identify historical land development and any surface conditions which may have impacted the project site. Based on a review of these materials, the subject property remained undeveloped until 1963. Review of a 1963 aerial photograph determined that the project site was used as a golf course that extended into adjacent properties. Adjacent property development began in the mid-1970s, and continued to slowly expand. The Interstate 805 on-ramp to State Route 54 was established by 1974. From 1982 until present time, the property appeared in its current configuration as undeveloped open land. The Westfield Plaza Bonita Mall appeared fully developed by the mid-1980s. Development in the surrounding area consists of a mix of residential and light commercial retail. No environmental concerns were noted.

A prior Phase I ESA dated October 4, 2005 was completed for a Costco Wholesale Warehouse proposed on the project site but never constructed. The 2005 Phase I ESA reached the following additional conclusions:

- A well house (possibly containing electrical pumps) and one wellhead belonging to the Sweetwater Authority are located on the southern portion of the project site.

- Debris (plastic, wood, and metal) was observed on the project site. The majority of the debris was observed in areas of the site near groups of trees and appears to have been dumped at the site by transients. These areas did not appear to contain hazardous wastes.

- There are various deposits of undocumented artificial fill soils present on-site associated with the former golf course, and possibly with backfill of the utility lines traversing the site. While the likelihood is not considered high, there is a potential that some of the fill soils, especially the backfill of the utility lines, could include contaminates from off-site sources. Typically, such contamination, if present, would be expected to be sporadic in occurrence and of the limited extent.

- The assessment revealed no evidence of current RECs in connection with the project site, with the exception of possible undocumented fills soils. The Phase I ESA

recommended performing analytical laboratory testing of a small number of samples of the undocumented fill suspected to contain hazardous materials to screen for potential chemicals of concern in accordance with the requirements of the current County of San Diego DEH Site Assessment and Mitigation Manual.

b. Airport Hazards

The project site is not located near any public use or privately owned airports. The closest public airports include San Diego International Airport located approximately 7.8 miles northwest of the project site and Brown Municipal Airport located approximately 7.8 miles southeast of the project site. The closest privately owned airport is John Nichol's Field Airport located approximately 10.3 miles east of the project site.

c. Fire Hazards

Calculation of threat from wildfire hazard is based on a number of interrelated factors including fuel loading (i.e., vegetation), topography, and climatic conditions, such as wind, humidity, and temperature, as well as the proximity of structures and urban development to fire hazards. Wildland fire hazards are most pronounced in rural–urban interface areas, or where urban development is located close to open space areas where vegetation serves as fuel. Generally, the periods of greatest risk for wildland fire are the late summer and early fall, when vegetation is at its driest.

The project site is located within the southeastern portion of the City of National City's (City's) planning area, which has been identified as having a high fire level risk in the City's General Plan (2011). This elevated fire risk is due to the presence of the Sweetwater Regional Park on the project's southern boundary, which possesses a large amount of native vegetation that could serve as fuel during a wildfire.

4.8.1.2 Regulatory Framework

a. Hazardous Materials

Numerous federal, state, and local laws and regulations regarding hazardous materials have been developed with the intent of protecting public health, the environment, surface water, and groundwater resources. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances. Relevant laws and regulations include:

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, also known as "Superfund," and the Superfund Amendments and Reauthorization Act (SARA) of 1986 (amended CERCLA, SARA Title III). CERCLA, SARA Title III provide a federal framework for setting priorities for cleanup of hazardous substances releases to air, water, and land. This framework provides for the regulation of the cleanup process, cost recovery, response planning, and communication standards.

- Federal Resource Conservation and Recovery Act of 1976. This act established the authority of the U.S. Environmental Protection Agency (U.S. EPA) to develop regulations to track and control hazardous substances from their production, through their use, to their disposal.
- The California Division of Occupational Safety and Health Administration (OSHA) and federal OSHA define and enforce worker safety standards and require proper handling and disposal of hazardous materials according to OSHA and U.S. EPA and regulations.

These acts established the authority of the U.S. EPA to develop regulations to track and control hazardous substances from their production, through their use, and ultimately to their disposal. These acts also provide a framework for setting priorities for cleanup of hazardous substances and set the precedent for states and local authorities to do the same. Applicable regulatory agencies have kept records on hazardous materials storage, use, and disposal, and make these lists publicly available. Locally, these include the San Diego County Environmental Assessment Listing and the State Department of Toxic Substances Control List.

The City has adopted the County of San Diego ordinance requiring the disclosure of hazardous materials (Chapter 8 commencing with Section 68.801 of Division 8 of Title 6 of the San Diego County Code of Regulatory Ordinances). Similarly, the City has also adopted the County of San Diego ordinance regulating hazardous waste establishments (Chapter 9 commencing with Section 68.901 of Division 8 of Title 6 of the San Diego County Code of Regulatory Ordinances) (City of National City 2020a).

b. Fire Hazards

The City has adopted the 2019 California Fire Code into the City's Municipal Code, "for the purpose of prescribing regulations governing conditions hazardous to life and property from fire, hazardous materials or explosion and establishing a fire prevention bureau" (National City 2020a). Some specific changes and variations to the 2019 California Fire Code were adopted by the City Council in order to address the City's local climate, geographical, and topographical conditions, primarily related to the age and concentration of structures and associated risk of potential conflagration spread. Prior to receiving project approval, the project proponent must submit project plans to the National City Fire Department for review by the Fire Marshal to ensure consistency with the adopted and amended 2019 California Fire Code.

c. Emergency Response

The City updated and adopted the Emergency Operations Plan in May 2010, which provides a comprehensive emergency management system to implement in response to natural disasters, technological incidents, and nuclear-related incidents. The Emergency Operations Plan specifies overall responsibilities for protecting life and property, provides measures for assuring the overall wellbeing of the City's population, and identifies potential

sources of outside support from other jurisdictions and the private sector (City of National City 2011a).

4.8.2 Significance Determination Thresholds

Thresholds used to evaluate impacts associated with hazards and hazardous materials are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

2) 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;

3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

4) 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 create a significant hazard to the public or the environment;

5) 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;

6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and

7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Due to overlap in the threshold issues and for clarity of analysis, the thresholds evaluated below are grouped into similar headings, where applicable.

4.8.3 Issues 1 and 2: Hazardous Materials Use

Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project 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?

4.8.3.1 Impact Analysis

Construction of the project would require the transport, temporary storage, and use of asphalt fuels, paints, and solvents which could potentially be released and result in exposure to these chemicals. During operation, the CarMax facility would require the storage of cleaning supplies and other related chemicals. However, these materials are not acutely hazardous, and the project would handle and store these materials consistent with all applicable federal, state, and local regulations, including California OSHA and DEH, Hazardous Materials Division regulations.

4.8.3.2 Significance of Impacts

The project would comply with all applicable regulations for handling of hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

4.8.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.4 Issue 3: Hazards within One-Quarter Mile of a School

Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

4.8.4.1 Impact Analysis

The Charter School of San Diego operates a Resource Center located within the Westfield Plaza Bonita Mall approximately 0.15 mile east of the project site. Westfield Plaza Bonita Mall is a completely enclosed structure, which would shield students from any hazardous materials used during construction and operation of the project. Furthermore, the use and handling of hazardous materials during construction and operation would be required to follow all applicable federal, state, and local regulations, including California OSHA and Department of Environmental Health, Hazardous Materials Division regulations.

4.8.4.2 Significance of Impacts

The Charter School of San Diego Resource Center is located within the completely enclosed Westfield Plaza Bonita Mall. Furthermore, project construction and operation would comply with all applicable regulations for handling of hazardous materials. Therefore, the project would not create a significant hazard associated with hazardous emissions or handling of hazardous substances within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

4.8.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.5 Issue 4: Hazardous Materials Sites

Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

4.8.5.1 Impact Analysis

The Phase I ESA determined that the project site is not listed as a hazardous materials site compiled pursuant to Government Code Section 65962.5 (see Appendix H). The Phase I ESA did not identify any known or suspected RECs, CRECs, or HRECs on the project site or adjacent properties. Although not considered to be RECs, the following considerations were identified:

- The 2005 Phase I ESA stated that site observations from a previous report documented water supply wells and/or septic systems on the subject property . Unless the project intends to use these facilities, they must be properly abandoned following state and County Health Department guidelines.

- Various deposits of undocumented artificial fill soils may be present on-site due to the historical use as a golf course. Consequently, the potential exists for previous and current buried/concealed/hidden hazardous materials by-products, both below and above ground on the project site. Any fill from unknown sources, including buried trash/debris, undocumented USTs or other waste encountered during construction must be evaluated by an experienced environmental consultant prior to removal. If stained or suspicious soil is encountered during future grading operations, the material must be evaluated and if deemed necessary, characterized for proper disposal.

During project grading and site preparation, standard BMPs would be implemented to minimize runoff of contaminants, in compliance with the State General Permit for Storm Water Discharges Associated with Construction Activity. These standard BMPs include contaminated soil management and other construction practices implemented by the City.

Compliance with applicable regulations governing the handling of potentially contaminated soils would minimize the potential for a REC during site preparation and grading. Additionally, any existing water supply wells and/or septic systems must be properly abandoned following state and County Health Department guidelines.

4.8.5.2 Significance of Impacts

The project is not listed as a hazardous materials site compiled pursuant to Government Code Section 65962.5. No known or suspected RECs, CRECs, or HRECs were identified on the project site or adjacent properties. The undocumented fill soils and any wells and/or septic systems would be removed in accordance with applicable regulations during site preparation and grading. Therefore, the project would not be located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and impacts would be less than significant.

4.8.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.6 Issue 5: Airport Hazards

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?

4.8.6.1 Impact Analysis

As described in Section 4.8.1, the closest public use airports include the San Diego International Airport located approximately 7.8 miles northwest of the project site, and Brown Field Municipal Airport located approximately 7.8 miles southeast of the project site. Therefore, the proposed project is not located within two miles of a public airport (or within an Airport Land Use Compatibility Plan [ALUCP]) and would not result in a safety hazard for people residing or working within the project area. No impacts would occur.

4.8.6.2 Significance of Impacts

The project site is not located within two miles of a public airport (or within an ALUCP) or within the vicinity of a private airstrip. No impacts would occur.

4.8.6.3 Mitigation

No impact would result from project implementation. No mitigation is required.

4.8.7 Issue 6: Emergency Response Plans

Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

4.8.7.1 Impact Analysis

Relocation of the sewer line that traverses the project site into Plaza Bonita Road would temporarily affect traffic operations. However, the project would implement a traffic control plan to maintain one lane of traffic in each direction on Plaza Bonita Road during relocation of the sewer line. Plaza Bonita Road would be restored to existing conditions once the relocation is complete. Permanent changes to the existing circulation system would be limited to two new public driveways and one private driveway connecting the project site to Plaza Bonita Road that would not physically interfere with emergency evacuation. Similarly, the Vehicle Miles Traveled Screen-line Analysis determined that the project can be presumed to result in less than significant impacts related to VMT per guidance from the Office of Planning and Research Transportation Technical Advisory. Consequently, the project would not generate traffic congestion that could delay emergency evacuation. Therefore, the project would not interfere with any emergency evacuation routes identified in the City's Emergency Operations Plan.

4.8.7.2 Significance of Impacts

The project would not impair implementation of, or physically interfere with, emergency response plans or emergency evacuation plans, and impacts would be less than significant.

4.8.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.8.8 Issue 7: Wildland Fires

Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

4.8.8.1 Impact Analysis

As described in Section 4.8.1.1, the project site is located within an area identified in the National City General Plan as having a high fire hazard level (City of National City 2011). In order to address this potential risk, the project plans would be reviewed by the Fire Marshal to ensure consistency with the adopted and amended 2019 California Fire Code. Project design would provide emergency access within staging and display areas of the CarMax facility that would be reviewed by the National City Fire Department to ensure compliance with applicable fire codes and emergency access requirements. Upon final approval of the plans by the Fire Marshall, a Fire Department Permit would be issued and

the Fire Marshal would conduct an inspection of the project site. Construction of the proposed project shall not commence without issuance of Fire Department Permit.

Furthermore, the National City Fire Department and the Sweetwater Authority would review the project to verify that the peak load water supply requirement is met prior to project approval or issuance of a building permit. Fire flow requirements for individual projects are determined based on several factors, such as a building's use, size, type of construction, building material, and density. The National City Fire Department would issue a fire flow requirement letter to the project proponent identifying the fire flow requirements for each proposed structure, and the Sweetwater Authority would review and provide comments to ensure that their water mains have available capability to handle the fire flow requirements identified for the proposed project (City of National City 2011). Public water is available to the project site to provide the required water main flow requirements for fire protection.

4.8.8.2 Significance of Impacts

Adherence to City Fire Department requirements would ensure fire safety. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, impacts would be less than significant.

4.8.8.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9 Hydrology and Water Quality

This section addresses the potential project impacts to hydrology and water quality and is based on review of the following technical documents included as appendices to the environmental impact report (EIR):

- Storm Water Quality Management Plan (SWQMP) for CarMax of National City, NWC of Plaza Bonita Road and Sweetwater Road, National City, CA 91950, prepared by REC Consultants (Appendix I; REC Consultants 2020a).
- Hydrology Study - Analysis of the Influence of CarMax Development in the Peak Flows and Water Levels of Unnamed Creek at Its Discharge in Sweetwater River, prepared by REC Consultants (Appendix J; REC Consultants 2020b).

4.9.1 Existing Conditions

4.9.1.1 Environmental Setting

a. Receiving Waters

The San Diego Regional Water Quality Control Board (RWQCB) prepared the Water Quality Control Plan for the San Diego Basin (Basin Plan; 1994), which identifies the water quality objectives for waters in the basin and further subdivides it into hydrologic units (HUs) and hydrologic areas (HAs). A hydrologic unit is defined as the entire watershed of one or more major streams. Hydrologic areas consist of watersheds of major tributaries and/or major groundwater basins within a hydrologic unit.

The project site is located within the Sweetwater HU (909.00), which encompasses approximately 320 square miles in area extending from the Laguna Mountains in the east to the Pacific Ocean in the west. The Sweetwater River is the primary watercourse within this hydrological unit. Additionally, the Loveland and Sweetwater reservoirs are located along the river, both of which are operated by the Sweetwater Authority. The project site is located within the Lower Sweetwater HA (909.1), which is more urbanized than the Middle and Upper subregions of the watershed.

Beneficial Uses

Section 303(d) of the federal Clean Water Act requires states to periodically prepare a list of all surface waters in the state for which beneficial uses of the water—such as for drinking, recreation, aquatic habitat, and industrial use—are impaired by pollutants. These include

water quality limited estuaries, lakes, streams, and coastal regions that fall short of state water quality standards, and are not expected to show improvement in the next two years.

Beneficial uses of the Sweetwater HU include municipal and domestic supply, agricultural supply, industrial service supply, non-contact water recreation, biological habitats of special significance, warm freshwater habitat, cold freshwater habitat, wildlife habitat, and rare, threatened, and endangered species.

303(d) List Status

Under Section 303(d) of the 1972 Clean Water Act, states, territories, and authorized tribes are required to develop a list of water quality limited segments. Waters included on the 303(d) list do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The law requires that jurisdictions establish priority rankings to address listed waters within their jurisdiction and develop action plans, called Total Maximum Daily Loads (TMDLs), to improve water quality. The Lower Sweetwater River was listed for enterococcus, fecal coliform, phosphorus, selenium, total dissolved solids, total nitrogen as N, toxicity, copper, and polychlorinated biphenyls on the 303(d) list. TMDLs are required for all of these pollutants, and the TMDLs are expected to be completed in 2021.

b. Existing Drainage

The project site is located adjacent to the Sweetwater River, and approximately 3.22 square miles of contributing area drains to the project site before discharging into the Sweetwater River. Based solely on topography, surface runoff generated on the project site flows towards the lower elevations in the southwestern portions of the property through an unnamed creek with two channels that flow from northeast to southwest. These two channels converge together in the southwestern portion of the project site and then continue to flow southwest to a storm drain that outlets to the Sweetwater River at the southwestern corner of the property, which then travels to the San Diego Bay. The project site and Sweetwater River are separated by a concrete levee that acts as an impoundment barrier that causes the project site to pond for the unnamed creek. The levee is undercrossed by a 48-inch pipe, and during the occurrence of very large storm events, the ponding overtops the levee to drain into the Sweetwater River.

c. Groundwater

The Sweetwater Authority pumps groundwater through its wells in the City that contribute to the agency's water supply (see Section 4.15.1.3). Groundwater sources are replenished when rainwater and runoff infiltrate the soil through a process referred to as "recharge." Due to the highly developed nature of the City, groundwater recharge areas are limited. The largest area for groundwater recharge near the project site is the Sweetwater River.

4.9.1.2 Regulatory Framework

Various federal, state, and local regulations impose requirements on new development for erosion control, control of runoff contaminants, and control of direct discharge of water quality pollutants. These requirements are summarized below.

a. Federal Clean Water Act

The Clean Water Act is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act established basic guidelines for regulating discharges of pollutants into the waters of the U.S. and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Clean Water Act.

Section 401 of the Clean Water Act requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the Clean Water Act established the National Pollution Discharge Elimination System (NPDES) to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into waters of the U.S. Implementation of the Clean Water Act is the responsibility of the U.S. Environmental Protection Agency (EPA), which has delegated much of that authority to the U.S. Army Corps of Engineers, as well as state and regional agencies.

The Section 303(d) process of the Clean Water Act requires states to identify surface waters that have been impaired. Under Section 303(d), states, territories, and authorized tribes are required to develop a list of water quality segments that do not meet water quality standards, even after point sources of pollution have installed the minimum required levels of pollution control technology. The 303(d) is updated by the RWQCB and State Water Resources Control Board (SWRCB) biannually. As discussed above, the Lower Sweetwater River is listed as an impaired water body in the 2010 303(d) List.

b. Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the principal California legal and regulatory framework for water quality control. The Porter-Cologne Water Quality Control Act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the federal Clean Water Act. The state of California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the Clean Water Act under the oversight of the SWRCB. The City is located within the purview of the San Diego RWQCB (Region 9). The Porter-Cologne Act also provides for the development and periodic review of Water Quality Control Plans (Basin Plans) that designate beneficial uses of California's major rivers and groundwater basins and establish water quality objectives for those waters.

c. Water Quality Control Plan for the San Diego Basin

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major HUs, 54 HAs, and 147 hydrologic subareas. Drainage from higher elevations in the east flows to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin.

d. San Diego Integrated Regional Water Management Plan

A complex array of water supply, water management, water quality protection, pollution prevention, habitat protection, flood protection, and recreational needs exist in the San Diego region necessitating the development of numerous water management plans. Jurisdictional and water management conflicts exist among the individual water management plans and have resulted in challenges related to identifying, addressing, and resolving water management issues. The San Diego Integrated Regional Water Management Plan (IRWMP) was developed in 2007 to bring stakeholders together and coordinate a regional approach to water management issues, pursuant to statewide IRWMP Guidelines established by the SWRCB and State of California Department of Water Resources in 2004 and updated in 2007.

e. National City Storm Water Division

The Storm Water Division regulates and enforces the Clean Water Act standards as prescribed by the NPDES permit program that controls water pollution by regulating point sources that discharge pollutants into waterways. National City (City) has developed a Jurisdictional Runoff Management Program (JRMP) that provides guidance for improving water quality in the San Diego Bay and the City's rivers and creeks by reducing discharges of pollutants to the municipal separate storm sewer system (MS4). The JRMP presents an integrated programmatic approach to reducing the discharge of pollutants from the MS4 to the maximum extent practicable standard, effectively prohibit non-storm water discharges, and protect and improve the quality of water bodies in the City. The JRMP describes operational programs and activities developed to meet the requirements of MS4 Permit. Effective February 16, 2016, the City has adopted new post-construction best management practices (BMP) requirements for all development and redevelopment projects detailed in the City's BMP Design Manual. Additionally, storm water BMPs are identified in Section 14.22: Storm Water Management and Discharge Control of the City's Municipal Code.

f. General Plan

The City's General Plan contains goals and policies for water quality protection in the Conservation and Sustainability Element as identified below.

Policies

CS-3.1: Protect rivers, watersheds, reservoirs and groundwater as a water supply source through flood control measures and the use of stormwater BMPs that protect water quality.

CS-3.3: Promote the use of low-impact development (LID) practices in new and existing development, including the use of bioswales, tree wells, pervious materials for hardscape, and other stormwater management practices to increase groundwater infiltration.

CS-8.1: Control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures that are at a minimum consistent with the City's NPDES Permit.

4.9.2 Significance Determination Thresholds

Thresholds used to evaluate impacts to hydrology and water quality are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact to hydrology and water quality would occur if the project would:

1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;

2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin;

3) 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 in 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

4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Due to overlap in the threshold issues and for clarity of analysis, the thresholds evaluated below are grouped into similar headings, where applicable.

4.9.3 Issue 1: Water Quality Standards

Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

4.9.3.1 Impact Analysis

Development projects are required to control storm water runoff during construction and after construction (operation) in order to comply with federal, state, and local water quality standards. Compliance with the City's Municipal Code, JRMP, and BMP Design Manual would ensure that construction and operation of the project would not violate water quality standards. This section describes how the project would achieve these standards and is based on the SWQMP (see Appendix I) prepared for the project.

a. Construction

Project construction activities have the potential to result in erosion, sedimentation downstream, and the discharge of construction debris. Grading activities, for example, could lead to exposed or stockpiled soils susceptible to peak storm water runoff flows.

Project construction activities must comply with the requirements outlined in the City's Municipal Code, JRMP, and BMP Design Manual. Consistent with these requirements, the SWQMP prepared for the project identified the following BMPs to be implemented during construction:

- All applicable construction BMPs and non-storm water discharge BMPs shall be implemented in accordance with the minimum BMP requirements included in the National City Municipal Code and the City's JRMP. All storm water BMPs shall be maintained for the duration of the project.
- Erosion control BMPs shall be implemented for all portions of the project area in which no work has been done or is planned to be done over a period of 14 or more days. All on-site drainage pathways that convey concentrated flows shall be stabilized to prevent erosion.
- Run-on from areas outside the project area shall be diverted around work areas to the extent feasible. Run-on that cannot be diverted shall be managed using appropriate erosion and sediment control BMPs.
- Sediment control BMPs shall be implemented, including providing fiber rolls, gravel bags, or other equally effective BMPs around the perimeter of the project to prevent transport of soil and sediment off-site. Any sediment tracked onto off-site paved areas shall be removed via sweeping at least daily. All BMPs shall be installed and maintained in accordance with the applicable California Stormwater Quality Association (CASQA) fact sheets.

- Trash and other construction wastes shall be placed in a designated area at least daily and shall be disposed of in accordance with applicable requirements.
- Materials shall be stored to avoid being transported in storm water runoff and non-storm water discharges. Concrete washout shall be directed to a washout area designed in accordance with CASQA standards; concrete shall not be washed out to the ground.
- Stockpiles and other sources of pollutants shall be covered when the chance of rain within the next 48 hours is at least 50 percent.

Therefore, adherence to the City's Municipal Code and JRMP and implementation of the construction-related BMPs identified in the SWQMP would ensure that construction-related water quality impacts would be less than significant.

b. Operation

Operation of the project would have the potential to generate pollutants and storm water runoff. The types of pollutants that may be generated from this type of land use activity are typically trash and debris, oxygen-demanding substances, oil and grease, pathogens, pesticides, nutrients, metals, and sediments. The SWQMP prepared for the project identified the following design measures and operation BMPs consistent with the City's BMP Design Manual to address potential impacts associated with pollutants and storm water runoff:

- Project design includes a storm water conveyance system that would consist of a modular wetland system, an underground detention system, a green street vegetated swale, and conveyance pipes that would collect storm water and manage flowrates. The modular wetland system, underground detention system, and green street vegetated swale would include filtration components to treat stormwater before discharging to the earthen channel to be constructed along the northwestern boundary of the project site or infiltrating to groundwater.
- Landscaped areas shall be designed in accordance with Water Efficient Landscape Ordinance requirements.
- Roof drainage shall be directed to landscaped areas or rain barrels.
- Walkways shall be designed to drain to adjacent landscaped or natural areas or constructed using permeable materials.
- Streets, sidewalks, and parking lot aisles shall be constructed to the minimum width necessary, provided public safety is not compromised.
- Existing trees and natural areas, including but not limited to natural water bodies and natural storage reservoirs or drainage corridors (e.g., topographic depressions, natural swales, and areas of naturally permeable soils), shall be conserved or otherwise protected to the extent feasible.
- The impervious footprint, including roofed areas and paved areas, of the project shall be minimized to the extent applicable and feasible.

- Dumpsters, other trash receptacles, and waste cooking oil containers shall be stored inside buildings or in four-sided enclosures with a structural overhead canopy designed to prevent precipitation from contacting materials stored in the enclosure.
- On-site storm drains shall be stenciled or otherwise permanently labeled with "No Dumping, Drains to Ocean" or other equivalent language approved by the City.
- Outdoor material storage areas and outdoor work areas shall be protected from rainfall, run-on, and wind dispersal.
- All interior floor drains shall be plumbed to the sanitary sewer. These drains shall be inspected and maintained to prevent clogs and spills. There are not any elevator shaft sump pumps associated with the project.
- Landscaping shall be designed with native and/or drought-tolerant species, limited fertilizer needs water efficient irrigation designed to prevent runoff.
- A refuse storage area has been incorporated into the CarMax facility site plan. It includes a permanent structural overhang, berms and screen walls to prevent direct contact with rainfall, run-on and to protect against wind dispersal. All trash and recycled materials shall be stored and properly disposed of in accordance with all applicable local, state and federal regulations.
- The private car wash facility shall be self-contained covered and plumbed to the sanitary sewer. The grading and drainage has been designed to prevent run-on to the car wash area.
- Covered, indoor maintenance bays shall contain spills within the work area. Grading and drainage shall be designed to prevent run-on to the maintenance bay area.
- A Fuel Dispensing Area shall be impermeable with a grade break to prevent run-on and covered with a canopy.

Implementation of these site design measures and source control BMPs would reduce the potential for pollutant discharge off-site, thus avoiding significant adverse water quality impacts following construction.

4.9.3.2 Significance of Impacts

The project would comply with the City's Municipal Code, JRMP, and BMP Design Manual through implementation of the construction BMPs and post-construction BMPs documented in the SWQMP prepared for the project. Therefore, the project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

4.9.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.4 Issue 2: Groundwater Supplies

Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

4.9.4.1 Impact Analysis

Water service for the project would be provided by the Sweetwater Authority through connection to the existing water pipeline that crosses the northeastern portion of the project site. The Sweetwater Authority utilizes a variety of water sources, including local groundwater, a brackish groundwater desalination facility, local surface water, and water purchased from the San Diego County Water Authority. The Sweetwater Authority Urban Water Management Plan determined that the agency would be capable of providing adequate water supply to its customers during a multiple dry year scenario through 2040. Therefore, the water needs of the project have been anticipated in water plans, and the project would not substantially deplete any Sweetwater Authority water sources, including groundwater.

The Sweetwater River was identified in the General Plan as one of the main sources of groundwater recharge within the City. The project would convey storm water to the Sweetwater River through the construction of an earthen channel which would ensure that storm water on the project site would have the opportunity to infiltrate and facilitate groundwater recharge. The project would also introduce an underground storage system within the development footprint that would include two underground infiltration systems that would allow additional opportunities for groundwater recharge.

4.9.4.2 Significance of Impacts

The project would not impact Sweetwater Authority water supplies, including groundwater, and would not interfere with groundwater recharge, and impacts would be less than significant.

4.9.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.5 Issue 3: Drainage Patterns

Would the project 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 in 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 in which would result in flooding on- or off-site; or

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?

4.9.5.1 Impact Analysis

Construction of the project would alter the existing drainage pattern of the existing unnamed creek located on the project site. The unnamed creek enters from the northern and northeastern corners of the project site, spreads over the project site, and discharges through the existing 48-inch storm drain at the southeast corner of the project site that crosses the concrete levee separating the project site from the Sweetwater River. The project would alter the existing drainage pattern by constructing an earthen channel that would traverse the northwestern boundary of the property. Although the proposed earthen channel would be smaller than the existing unnamed creek floodplain/ponding area, this alteration would be minor because the inflow points and outflow points would remain the same, and the earthen channel would be designed with adequate flow velocities to avoid erosion or overflows. This earthen channel would preserve the existing drainage pattern where feasible, and would connect to the existing 48-inch storm drain that outlets to the Sweetwater River to convey storm water to the San Diego Bay.

Additionally, the project would also construct a storm water conveyance system from the proposed CarMax facility to the proposed earthen channel that would consist of a modular wetland system, an underground detention system, a green street vegetated swale, and conveyance pipes that would collect storm water and manage flowrates. During the occurrence of a 24 hour/100 year storm event, the proposed conveyance system would reduce the overall stormwater peak flow of the unnamed creek from 1,390.4 cubic feet per second (cfs) in the existing condition to 1,389.7 cfs in the post-project condition. Although the post-project runoff volume would slightly increase from 380.7 acre-feet (ac-ft) in the existing condition to 382.0 ac-ft in the post-project condition during a 24 hour/100 year storm event, this increase would represent less than one percent of water volume under existing conditions, and water would overtop the existing levee separating the project site from the Sweetwater River in the same manner as it currently does under existing conditions (see Appendix J).

The surface water elevation within the proposed earthen channel during the 24 hour/100 year storm event would be slightly higher compared to the water elevation within the existing unnamed creek due to the reduction in flooding area. The proposed earthen channel would not result in any additional flooding downstream, but would result in approximately 0.53 feet of additional flooding at the upstream end of the channel. However, this additional water elevation would remain contained within the proposed earthen channel and would not cause uncontrolled flooding. This raised water elevation in the proposed earthen channel under the 24-hour/100-year storm event would be associated with tailwater conditions (defined as an increased water elevation at the discharge of a drainage system) at the Caltrans drainage system(s) and City conveyance system(s) that are currently discharging into the existing unnamed creek. The project is currently evaluating all drainage systems discharging into the proposed earthen channel to confirm the following:

- That the minor increase in water elevation downstream (at their discharge end) would not negatively impact the conveyance capacity of those systems, or
- That the discharge structure of any system that is impacted by the increase in water elevation would be improved in such a way that the hydraulic improvement of the discharge structure would compensate for the minor additional water elevation the system needs to discharge after the project is completed.

4.9.5.2 Significance of Impacts

The project would construct an earthen channel that would preserve the existing drainage pattern where feasible that would connect to the existing 48-inch storm drain that currently outlets to the Sweetwater River. The project would also construct a conveyance system that would consist of a modular wetland system, an underground detention system, a green street vegetated swale, and conveyance pipes discharging in the earthen channel that would adequately convey runoff from the project site to the Sweetwater River. Furthermore, the project would also potentially make modifications to the outlet structure of any existing drainage system impacted by the small water surface elevation increment caused by the channelization of the unnamed creek in order to compensate for the minor potential reduction of the conveyance capacity of the existing drainage system, in such a way that the final result is a no negative impact in any system draining to the proposed earthen channel. Therefore, the project would not substantially alter the existing drainage pattern in a manner that would result in substantial erosion or siltation, result in flooding on- or off-site, or exceed the capacity of existing or planned stormwater drainage systems, and impacts would be less than significant.

4.9.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.6 Issue 4: Flood Hazards

Would the project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

4.9.6.1 Impact Analysis

Review of the Safety Element of the General Plan determined that the western portion of the project site is located within the 100-year floodplain. Consequently, project construction would require a net import of approximately 166,379 cubic yards in order to increase elevations at the project site by 5 to 10 feet. The proposed elevation increases would raise all portions of the project site that would be utilized for the CarMax facility out of the 100-year floodplain. The only portions of the project parcel that would remain within the 100-year floodplain would be associated with the earthen channel that would connect to the existing storm drain which outlets to the Sweetwater River. Furthermore, the project would prohibit access to these portions of the project site that would remain within the 100-year floodplain. Project design and construction methods to increase elevations at the project site would be reviewed by the Federal Emergency Management Agency (FEMA), who would initially issue a Conditional Letter of Map Revision, followed by a Letter of Map Revision, documenting that the project would be constructed on elevations outside of the 100-year floodplain upon approval and construction.

Review of the Safety Element of the General Plan also determined that the western portion of the project site is located within the dam inundation zone associated with the rupture or failure of the Sweetwater Reservoir. The portion of the project site within the dam inundation zone is nearly identical to that within the 100-year floodplain at the scale of this analysis. Therefore, the proposed elevation increases that would raise those portions of the project site out of the 100-year floodplain would also raise the structure out of the dam failure inundation zone.

It is not anticipated that the project would be subject to tsunamis due to the presence of Coronado Island and San Diego Bay between the Pacific Ocean and project site and the elevation of the project. The presence of Coronado Island and San Diego Bay would offer protection during such an event, even a tsunami of historic proportions.

Similarly, it is not anticipated that the project would be subject to seiche because the closest landlocked water body is the Sweetwater Reservoir located approximately 4.2 miles northeast of the project site. Additionally, the San Diego Bay is located approximately 3.0 miles west of the project site. According to the County of San Diego Guidelines for Determining Significance (Hydrology) all land around reservoirs' shorelines are in public holding, such that there is no area of significance subject to seiche in San Diego County an no guidelines have been included for this event. Seiche is very minor in the region, and of no concern for the project.

4.9.6.2 Significance of Impacts

The project would not be susceptible to flooding hazards, tsunami, or seiche, and impacts would be less than significant.

4.9.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.9.7 Issue 5: Water Quality Control Plan and Groundwater Management Plan

Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

4.9.7.1 Impact Analysis

As described in Section 4.9.3 above, the project would comply with the City's Municipal Code, JRMP, and BMP Design Manual through implementation of the construction BMPs and post-construction BMPs documented in the SWQMP prepared for the project. As described in Section 4.9.4 above, the project would not impact Sweetwater Authority water supplies, including groundwater, and would not interfere with groundwater recharge,

4.9.7.2 Significance of Impacts

The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

4.9.7.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.10 Land Use

This section addresses the proposed change in land use and the consistency of the project with applicable development regulations including the City of National City (City) General Plan and Municipal Code.

4.10.1 Existing Conditions

4.10.1.1 Existing Land Uses

The project site consists of a vacant parcel surrounded by existing commercial, residential, and transportation facilities. Historically, the eastern portion of the project site and property to the south were collectively developed as the Bonita Golf Course in 1956. Review of a topographic map shows that the project site has been vacant since at least 1967. The project area is situated along the Sweetwater River channel and is bordered to the west by the Interstate 805, to the north by State Route 54 and Sweetwater Road, to the east by Plaza Bonita Road and Westfield Plaza Bonita Mall, and to the south by the Sweetwater River Channel. Additionally, a portion of the County of San Diego Sweetwater Regional Park is located within the City limits adjacent to the southern boundary of the project site, separated by an existing levee. The portion of the Sweetwater Regional Park located south of the project site includes a segment of the Sweetwater Loop and River Trail that follows the path of the Sweetwater River.

The entire project site was previously subject to an open space and park easement that the City conveyed to the County of San Diego in 1978. The City and County of San Diego entered into an Option to Purchase Agreement in April 2007 that would allow the City to purchase the open space easement. In August 2015, the City approved an Option Agreement to allow CarMax to purchase 9.5 acres of the project site, conditioned on the requirement for the City to first purchase the easement from the County. In turn, the County of San Diego is required to use the proceeds from the sale of the open space easement for enhancements, expansion, and/or improvements to the Sweetwater Regional Park, including bicycle/recreational trails adjacent to the park and within one mile of the park. Several unofficial trails are present on the project site. These include cleared dirt paths that traverse the property and a concrete path atop the levee on the southern boundary separating the project site from the Sweetwater Regional Park. These trails have no official designation and are not identified in the National City General Plan or any other planning document.

4.10.1.2 Existing Land Use Plans and Development Regulations

a. General Plan

State law requires each city to adopt a general plan to guide its future development, and mandates that the plan be periodically updated to assure its continuing relevance and value (State Planning and Zoning Law, California Government Code, Section 635300). State law also requires the inclusion of seven mandatory elements into the general plan (land use, circulation, housing, conservation, noise, open space, and safety), but permits flexibility and the inclusion of optional elements to best meet the needs of a particular city.

The City's General Plan contains all seven mandatory elements, several of which have been expanded to include additional optional element categories. The City's General Plan also includes two separate optional elements to address circumstances specific to National City: the Health and Environmental Justice Element and Education and Public Participation Element. The current General Plan Elements are described below.

The **Land Use and Community Character Element** plans for and identifies locations where future development and redevelopment should be directed within the City. This element balances growth and change with the need to preserve and improve well established residential neighborhoods, commercial and industrial cores, and overall quality of life. This element establishes goals and policies intended to support a sustainable community by creating a complementary mix of residential, employment, commercial, service, food producing, and recreational uses. This element also seeks to create and preserve a unique community identity that fosters a positive sense of place and enriches quality of life. The project site is currently designated on the General Plan Land Use Map as Major Mixed-Use (Figure 4.10-1). According to the Land Use Element of the General Plan, the Service Commercial land use category provides for intensive commercial activities, specialized service establishments, and other compatible uses. Light manufacturing, wholesaling, and distribution uses are restricted to those that can be operated in a clean and quiet manner. The Service Commercial Designation allows for a Floor Area Ratio of 1.5.

The **Circulation Element** provides a transportation plan for the movement of people and goods within the City. This element identifies the general location and extent of existing and proposed major roadways, transportation routes, terminals, air and water ports, and pedestrian and bikeway facilities. This element addresses the needs of mobility through the development of an integrated, multi-modal circulation network that accommodates both local and regional trips and supports public transit, walking, bicycling, and vehicular traffic and parking. The City's circulation system is strongly correlated with the Land Use Element, which supports increased densities and a mix of uses that reduce reliance on personal vehicles by making walking and bicycling more comfortable and convenient.

Map Source: City of National City

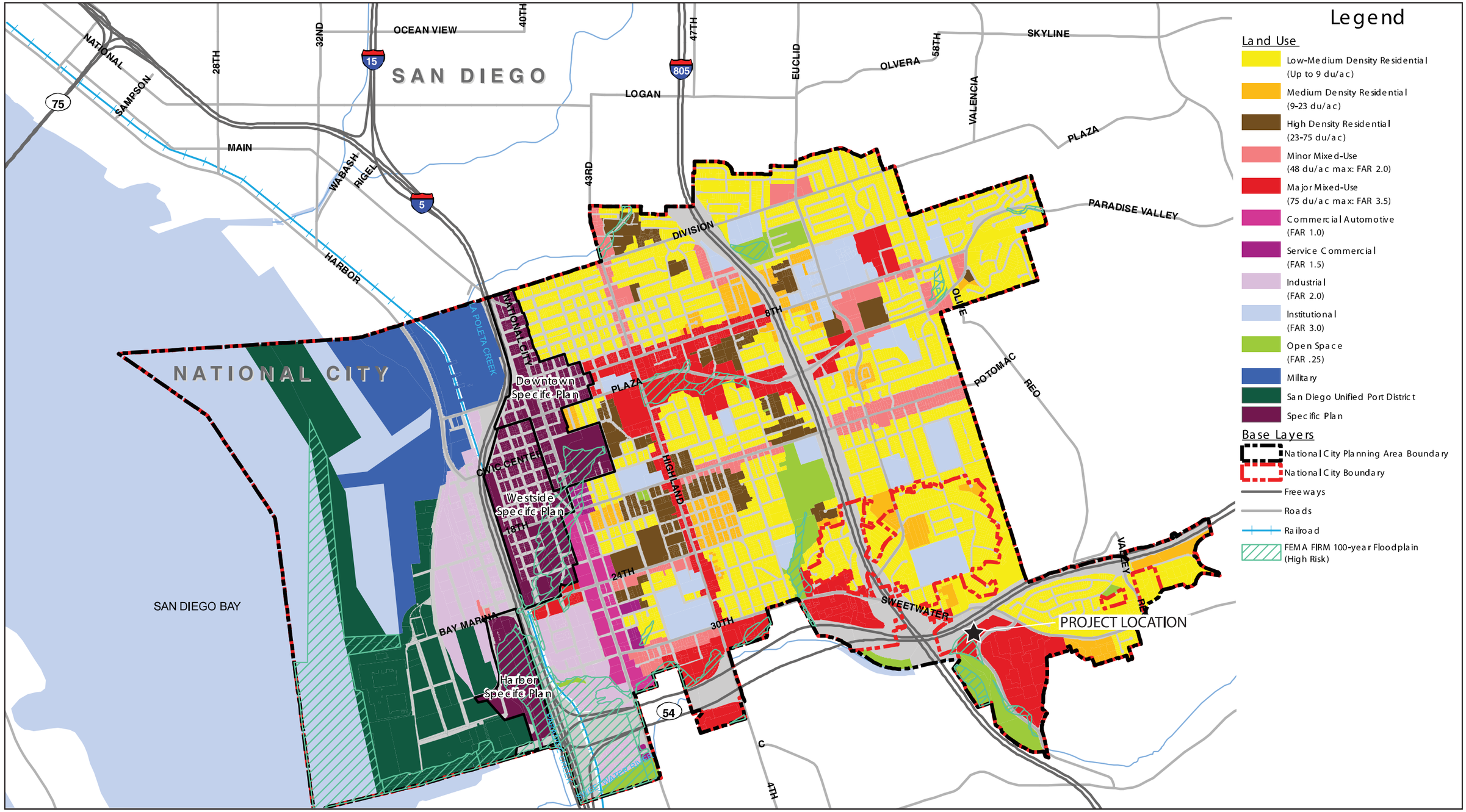

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FIGURE 4.10-1
General Plan Land Use Map

The **Housing Element** provides a comprehensive strategy to promote the production, preservation, and maintenance of affordable housing to meet current and future community housing needs. The Housing Element establishes goals, policies, and programs to address housing needs for an eight-year planning period (April 30, 2013 to April 30, 2021).

The **Safety Element** establishes goals and policies that serve to protect the community from risks of injury, loss of life and property, and environmental damage associated with natural and manmade hazards such as wildfires, geologic and seismic hazards, flooding, hazardous materials, military installations, and brownfields. It includes mapping of known seismic and geologic hazards, along with areas subject to flooding and fire risk. This element also includes methods to reduce criminal behavior through environmental design and response objectives related to police and fire operations and emergency services.

The **Noise and Nuisance Element** identifies and assesses sources of noise generation within the City in order to minimize problems associated with intrusive sound and establishes goals and policies to ensure that new development does not expose people to unacceptable noise levels. This element also serves to abate other common nuisances such as the accumulation of outdoor junk, trash, and debris; abandoned and dilapidated buildings; overgrown weeds and vegetation; noxious odors; mosquito or fly breeding places; light pollution; and encroachments in the public right-of-way which interfere with pedestrian passage.

The **Open Space and Agriculture Element** establishes goals and policies for the preservation and conservation of open-space lands, the managed production of agricultural lands, outdoor recreation, and open space. Due to the highly developed nature of the community, the City faces significant challenges in the provision of additional open space and recreational facilities. Consequently, this Element examines creative ways to increase open space and recreational areas within the developed environment, presents mechanisms to preserve remaining natural open space areas and valuable cultural resources, and seeks solutions for integrating urban agriculture within the community.

The **Conservation and Sustainability Element** establishes goals and policies for the conservation, development, and utilization of natural resources, such as water. This element also provides guidance for the sustainability of the City's water, sewer, and drainage infrastructure; energy consumption; waste management; and carbon footprint. Because the City is almost completely developed, reducing the City's energy consumption and improving the sustainability of its infrastructure will depend almost entirely on the retrofitting and adaptation of existing systems. Consequently, this element's goals and policies explore creative solutions for water and energy conservation, water quality preservation, and reduction of the City's carbon footprint.

The **Health and Environmental Justice Element** identifies public health risks and environmental justice concerns and provides guidance to improve living conditions in order to foster the physical health and well-being of the City's residents. Because public health and environmental justice are themes that are tied to all of the General Plan elements, this element cross-references other goals and policies to provide a complete picture of the City's efforts to improve health and equality.

The **Education and Public Participation Element** recognizes that improving educational opportunities for people of all ages is critical to enhancing quality of life and contributes to developing an active and informed citizenry. This element includes goals and policies related to day care, after school, library, occupational training, and formal and informal life-long learning programs in addition to community participation.

b. Municipal Code, Zoning Regulations

Title 18 of the City's Municipal Code contains the City's zoning regulations that regulates how development occurs within the City. Title 18 of the Municipal Code sets forth specific, enforceable standards such as minimum lot size, maximum building height, minimum building setbacks, and a list of allowable uses. Zoning is applied lot-by-lot based on specific zoning designations identified on the City's Zoning Map. Specific zoning designations define the distribution of residential, commercial, industrial, open space, and other zones based on the pattern of land uses established by the General Plan. The project site is currently zoned as Major Mixed-Use District (MXD-2) on the City's Zoning Map (Figure 4.10-2).

4.10.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to land use are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387). A significant impact related to land use would occur if the project would:

1) Physically divide an established community; or
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

Changes in land use, project inconsistencies, or conflicts with a plan do not in and of itself constitute a significant environmental impact. The plan or policy inconsistency would have to result in a physical effect on the environment to be considered significant pursuant CEQA.

Map Source: City of National City

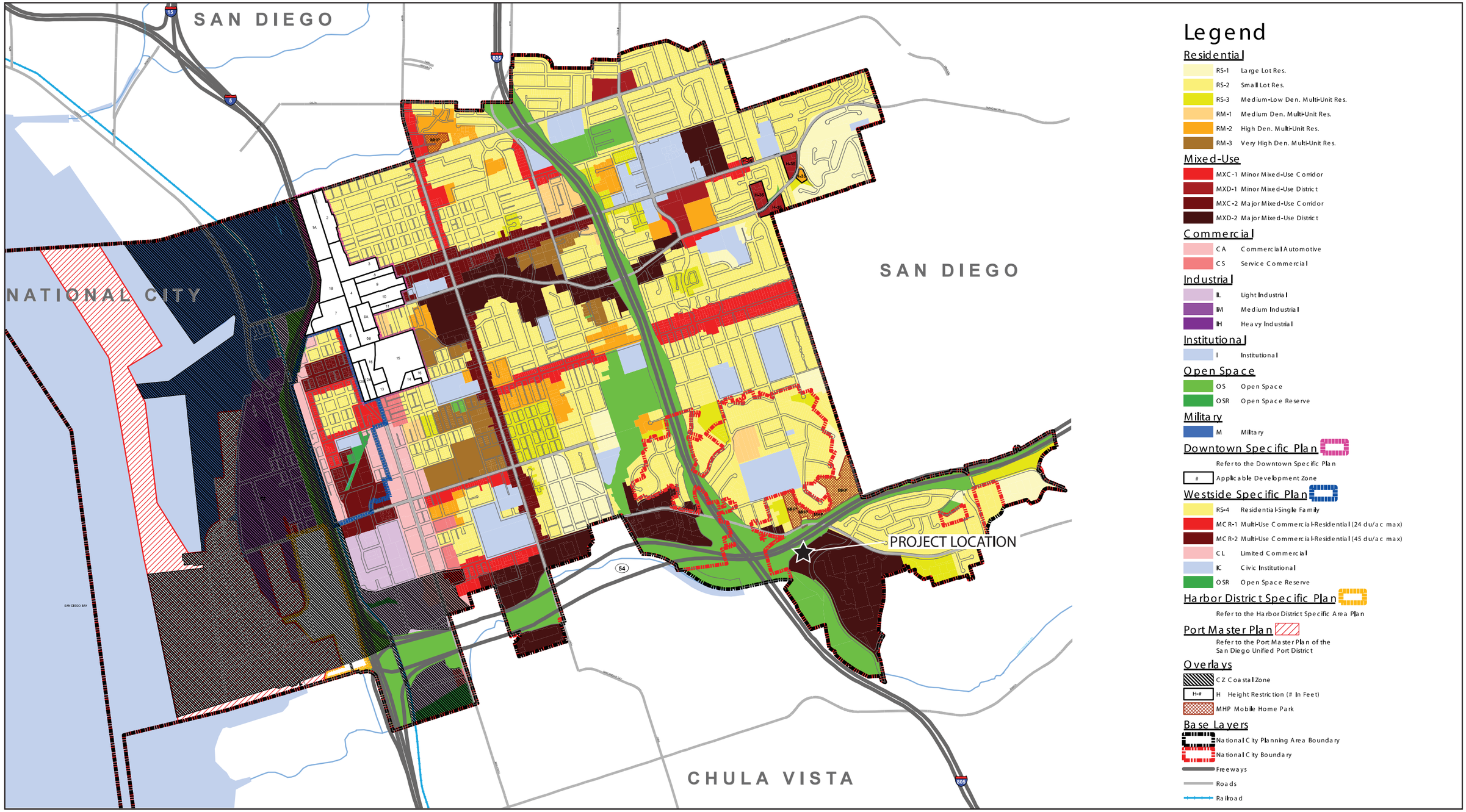

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FIGURE 4.10-2
Zoning Map

4.10.3 Issue 1: Physically Divide an Established Community

Would the project physically divide an established community?

4.10.3.1 Impact Analysis

Physical division of a community can occur from the placement of major infrastructure (e.g., roadways or transmission lines) through an established community. The project would not physically divide the surrounding community, rather it would provide infill development on a vacant parcel surrounded by existing commercial, residential, and transportation facilities. The project site is undeveloped and is surrounded by the Westfield Plaza Bonita Mall to the southeast, State Route 54 and Sweetwater Road to the north, and Sweetwater Regional Park to the southwest. The project would be constructed entirely on the project site and would not impact any of the surrounding land uses, including the segment of the Sweetwater Loop and River Trail south of the project site. The project would be accommodated by existing services available in the adjacent Plaza Bonita Road and no extension of facilities into unserved areas would be required. Existing roadways would serve the project and no new roadways or expansion of roadways would be required to accommodate the project. No significant extension of public utilities would be required, as existing pipelines for water and wastewater are located on the project site. As a result, the project would complement the surrounding land uses and would not physically divide an established community. Impacts would be less than significant.

4.10.3.2 Significance of Impacts

The project does not include any features that would have the potential to physically divide an established community. Impacts would be less than significant.

4.10.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.10.4 Issue 2: Conflicts with Applicable Plans and Zoning

Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation (including but not limited to the General Plan or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

4.10.4.1 Impact Analysis

General Plan

The General Plan provides goals and policies that guide the development in the City. General Plan Elements and issues that relate specifically to the project include the Land Use and Community Character; Circulation; Safety; Noise and Nuisance; Open Space and Agriculture; Conservation and Sustainability; and Health and Environmental Justice Elements. Each element was reviewed to identify applicable environmental policies. The text of each applicable General Plan policy is identified in Table 4.10-1 (located at the end of this section) including a summary analysis of the project's consistency with the applicable policy. As demonstrated in Table 4.10-1, the project would be consistent with applicable environmental General Plan policies.

The project site is currently designated as Major Mixed-Use on the General Plan Land Use Map. Implementation of the project would conflict with this designation because the Major Mixed Use land use category does not allow for the development of auto sale land uses. However, a General Plan Amendment is proposed to change the existing General Plan designation of the CarMax portion of the project parcel from Major Mixed-Use to Service Commercial. The Service Commercial designation provides for intensive commercial activities, specialized service establishments, and other compatible uses. Auto sale uses are permitted within the Service Commercial designation. The General Plan designation for the earthen channel portion of the project parcel would be amended to Open Space for consistency with the proposed preservation of this area. The General Plan designation for the Offsite Area would also be amended to Open Space. Therefore, processing the proposed General Plan Amendment would ensure consistency with the General Plan, and impacts would be less than significant.

Zoning

The project site is currently zoned as Major Mixed-Use District (MXD-2) on the City's Zoning Map. Implementation of the project would conflict with this zoning designation because the MXD-2 zoning category does not allow for the development of auto sale land uses. However, the project proposes a rezone to change the existing MXD-2 zone on the CarMax portion of the project parcel to Service Commercial (CS). The CS zone provides for intensive commercial activities; specialized service establishments; light manufacturing, wholesaling, and distribution uses that operate in a clean and quiet manner; and supporting and complimentary uses. The purpose of the CS zone, along with other commercial zones, is to:

1. Provide areas in which business may be conducted, goods sold and distributed, public and private services rendered, and such other activities provided which are related to the function of commercial development;
2. Ensure compatibility of the various commercial areas with adjacent land uses; and
3. Implement the General Plan by concentrating the locations of intensive commercial uses.

The earthen channel portion of the project parcel would be rezoned to Open Space (OS) for consistency with the proposed conservation of this area of the site. The Offsite Area would also be rezoned to Open Space.

Additionally, the project includes an amendment to the zoning code (LUC amendment), specifically to Table 18.22.020 Allowed Land Uses Commercial Zones, to allow auto sales in the CS zone subject to approval of a conditional use permit (CUP). Consistent with the proposed General Plan Amendment, rezone and LUC amendment, a CUP would be required to allow development of the proposed project. Therefore, processing the Zoning Designation Amendment, LUC Amendment, and CUPs would ensure consistency with the zoning code, and impacts would be less than significant.

4.10.4.2 Significance of Impacts

The project would not conflict with any environmental policies of the General Plan. Processing the proposed General Plan Amendment, Zoning Designation Amendment, LUC Amendment, and CUPs would ensure consistency with the General Plan and zoning code. Impacts would be less than significant.

4.10.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Land Use Element	
Policy LU-1.2: Concentrate commercial, mixed-use, and medium to high density residential development along transit corridors, at major intersections, and near activity centers that can be served efficiently by public transit and alternative transportation modes.	Consistent: The project is located adjacent to the Interstate 805/State Route 54 (I-805/SR-54) interchange to the west and the Sweetwater Road/Plaza Bonita Road intersection to the east. Additionally, Metropolitan Transit System (MTS) bus routes 961 and 963 serve bus stops at the intersection of Sweetwater Road and Plaza Bonita Road, which is located approximately 1,300 feet from the center of the project site, and MTS bus route 705 serves a bus stop on the east side of the Westfield Plaza Bonita Mall, which is about 2,900 feet from the center of the project site.
Policy LU-1.5: Consider the effects of land use proposals and decisions on the region and efforts to maintain a jobs-housing balance.	Consistent: Implementation of the project would create jobs associated with the CarMax facility that would improve the existing jobs-housing balance.
Policy LU-2.6: Support development and redevelopment that creates jobs for all income levels.	Consistent: Implementation of the project would create jobs associated with the CarMax facility that would employ National City (City) residents at a variety of income levels.
Policy LU-3.1: Work with neighboring jurisdictions in planning contiguous areas in order to ensure compatible land uses.	Consistent: The City has coordinated with the County of San Diego on the project. The County of San Diego currently has an easement on the property that would be relinquished in order to develop the project. Relinquishment of the easement would occur once the City and the County had reached satisfactory agreement on use of the project site. Furthermore, implementation of the project would not impact the portion of the County of San Diego Sweetwater Regional Park located south of the project site.
Policy LU-3.4: Regulate development in areas with a high threat to life and property, such as floodplains, to minimize adverse impacts. Areas covered by the General Plan that are subject to flooding are identified in Figures LU-4a and LU4b and will be reviewed annually.	Consistent: Figures LU-4a and LU-4b identify the western portion of the project site as located within the 100-year floodplain. Project construction would import approximately 150,548 cubic yards to increase elevations at the project site by 5 to 10 feet. These proposed elevation increases would raise all portions of the project site that would be utilized for the CarMax facility structures out of the 100-year floodplain. Consequently, the only portions of the project site that would remain within the 100-year floodplain would be

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
	associated with the earthen channel that would traverse the northwestern boundary of the project site and connect to the existing storm drain which outlets to the Sweetwater River. Furthermore, the project would prohibit access to these portions of the project site that would remain within the 100-year floodplain.
Policy LU 4.3: Promote infill development, redevelopment, rehabilitation, and reuse efforts that contribute positively to existing neighborhoods and surrounding areas.	Consistent: The project represents infill development because it would be constructed on a vacant parcel surrounded by I-805 to the west, SR-54 to the north, the Westfield Plaza Bonita Mall to the east, and the Sweetwater Regional Park to the south.
Policy LU-5.6: Support the expansion and revitalization of the Westfield Plaza Bonita Mall.	Consistent: Although the project would not directly affect the Westfield Plaza Bonita Mall, construction of the CarMax facilities would support the mall by introducing new commercial destinations nearby.
Policy LU-5.11: Support efforts to reduce unemployment rates for city residents.	Consistent: Implementation of the project would help to reduce unemployment rates for City residents by creating jobs associated with the CarMax facility.
Policy LU-6.4: Work with and understand the planning efforts of the adjacent cities of San Diego and Chula Vista, special districts, service providers, and San Diego County, as well as regional, State, and federal agencies when implementing the General Plan.	Consistent: The City has coordinated with the County of San Diego on the project. The County of San Diego currently has an easement on the property that would be relinquished in order to develop the project. Relinquishment of the easement would occur once National City and the County had reached satisfactory agreement on use of the project site. Furthermore, implementation of the project would not impact the portion of the County of San Diego Sweetwater Regional Park located south of the project site.
Policy LU-7.1: Establish incentives to promote the use and development of vacant infill parcels and the intensification of land uses on underutilized parcels to realize the greatest benefit to the community.	Consistent: The project represents infill development because it would be constructed on a vacant parcel surrounded by I-805 to the west, SR-54 to the north, the Westfield Plaza Bonita Mall to the east, and the Sweetwater Regional Park to the south.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Policy LU-7.3: Plan and direct growth to areas where the existing infrastructure system has the capacity to handle additional development.	Consistent: Existing water, storm water, and sanitary sewer pipelines exist that the CarMax facilities would connect to. Additionally, water, storm water and sanitary sewer pipelines are present in the surrounding area servicing the existing Westfield Plaza Bonita Mall and residential units near the project site.
Policy LU-8.1: Require new development, including infill projects, to provide fair share contributions toward the costs of the public facilities, services, and infrastructure necessary to serve the development, including, but not limited to, transportation, water, sewer and wastewater treatment, solid waste, flood control and drainage, schools, fire and police protection, and parks and recreation.	Consistent: The project would be required to submit all development impact fees consistent with the requirements of the City's Building Department during the permit application and review process. The Planning Division would issue a building permit upon receipt of adequate development impact fees.
Policy LU-8.2: Ensure that development impact fees reflect the costs of improvements.	Consistent: The project would be required to submit all development impact fees consistent with the requirements of the City's Building Department during the permit application and review process. The Planning Division would issue a building permit upon receipt of adequate development impact fees.
Policy LU-8.3: Development should only occur when adequate infrastructure is available to serve it.	Consistent: The project would connect to existing wastewater and water pipelines that currently cross the project site. Additionally, the project would construct a 4.39-acre earthen channel that would traverse the northwestern boundary of the project site and connect to the existing storm drain which outlets to the Sweetwater River.
Policy LU-9.1: Design developments along mixed-use and "community corridors" for the comfort and enjoyment of pedestrians and bicyclists. This includes features such as street trees, placing buildings close to the street, deemphasizing parking lots and garages, limited driveway cuts, traffic-calming features, clearly defined street crossings, adequate lighting, and street furnishings where appropriate.	Consistent: The project would introduce a sidewalk on Plaza Bonita Road along the eastern boundary of the project site that would provide pedestrian access to the CarMax facilities. The project would also implement a landscape concept plan that would introduce street trees, landscaping, and adequate lighting that would provide comfort and enjoyment for pedestrians.
Policy LU-9.5: Apply design standards that promote the use of high quality building materials, architectural and site designs, landscaping, signage, and amenities.	Consistent: The project would comply with all applicable design standards identified in Title 18 of the Municipal Code (Land Use Code).

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Policy LU-11.1: Continue to use Design Guidelines and Landscape Guidelines when reviewing development applications to ensure that proposed development is compatible with its surroundings and contributes to a positive image of National City.	Consistent: The project would comply with all applicable design standards identified in Title 18 of the Municipal Code (Land Use Code) pertaining to landscaping.
Policy LU-12.1: Encourage building placement, orientation, height, and mass to maintain and enhance views of San Diego Bay, open space, creeks, and other distinctive scenic resources.	Consistent: San Diego Bay is not visible from the project site. Views of the Sweetwater River are only available from the concrete levee that separates the project site from the Sweetwater River. The project would not affect the existing concrete levee, and project design would include adequate setbacks to ensure that views of the Sweetwater River are not blocked.
Circulation Element	
Policy C-1.1: Allow, encourage, and facilitate transit-oriented development, mixed-use, and infill projects in appropriate locations to reduce vehicular trips, especially near the 8th Street and 24th Street trolley stops, the future South Bay Bus Rapid Transit Station (BRT), and along major transportation corridors such as 8th Street, Highland Avenue, Plaza Boulevard, and 30th Street/Sweetwater Road.	Consistent: The project may reduce vehicle trips for business patrons by introducing an additional type of commercial facility adjacent to the Westfield Plaza Bonita Mall. The project represents infill development because it would be constructed on a vacant parcel surrounded by the I-805 to the west, SR-54 to the north, Westfield Plaza Bonita Mall to the east, and the Sweetwater Regional Park to the south.
Policy C-1.4: Require new development and redevelopment to apply universal design standards.	Consistent: Per Section 18.12.070 of the City's Municipal Code, the project would be required to submit a site plan to the Planning Division for review to ensure consistency with the Land Use Code. Site Plan review would include an evaluation of whether the project design would utilize universal design standards. The Planning Division would issue a building permit upon approval of a site plan determined to be consistent with the Land Use Code.
Policy C-1.6: Exact fees on new development and redevelopment sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system, including multi-modal facilities, and/or directly mitigate its impacts to the transportation system through construction of improvements.	Consistent: The project would be required to submit all development impact fees consistent with the requirements of the City's Building Department during the permit application and review process. The Planning Division would issue a building permit upon receipt of adequate development impact fees.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Policy C-2.3: Strive to attain an automobile Level of Service (LOS) of D or better (or an equivalent standard under another analytical methodology). An automobile LOS of E or F may be acceptable under the following circumstances: 1) improvements necessary to attain a automobile LOS of D or better would decrease the effectiveness of the nonautomotive components of the multi-modal circulation system (i.e. pedestrians, bicyclists, mass/public transit, etc.), or 2) improvements necessary to increase the effectiveness of the non-automotive components of the multimodal transportation system result in a decrease in automobile LOS.	Consistent: As described in Section 4.13.3.2, all street segments and intersections would operate at level of service (LOS) D or better, with the exception of the intersection of Sweetwater Road at Euclid/Interstate 805 (LOS E PM). However, this intersection operating at LOS E would not constitute a significant impact since it would operate at LOS E under the Horizon Year 2030 conditions without the project. Therefore, implementation of the project would not decrease LOS at the intersection of Sweetwater Road at Euclid/Interstate 805 compared to the Horizon Year 2030 conditions without the project.
Policy C-5.2: Require new development and redevelopment to locate off-street parking facilities behind storefronts to create a more inviting environment adjacent to the street, where feasible.	Consistent: The project would utilize a staging area lot that would be located behind the future CarMax service and sales buildings.
Policy C-5.5: Require the use of universal design standards in parking design and compliance with the Americans with Disabilities Act accessibility guidelines.	Consistent: Per Section 18.12.070 of the City's Municipal Code, the project would be required to submit a site plan to the Planning Division for review to ensure consistency with the Land Use Code. Site Plan review would include an evaluation of whether project design would utilize universal design standards in parking design consistent with the requirements of Municipal Code Section 18.45.090. The Planning Division would issue a building permit upon approval of a site plan determined to be consistent with the Land Use Code.
Policy C-5.10: Require new development and redevelopment to provide sufficient parking. In determining what constitutes sufficient parking, the City may take into consideration: 1) the overall effectiveness of the circulation system as a whole (i.e., pedestrians, bicyclists, motorized vehicles, etc.); 2) the particular needs of a specific location and/or project, and 3) the need for increased densities and mixed-use development intended to aid in the reduction of personal vehicle use and the corresponding reduction in air pollution, energy consumption, greenhouse gas emissions, and other environmental effects.	Consistent: Per Section 18.12.070 of the City's Municipal Code, the project would be required to submit a site plan to the Planning Division for review to ensure consistency with the Land Use Code. Site Plan review would include an evaluation of whether project design would provide sufficient parking consistent with the requirements of Municipal Code Section 18.45.100. The Planning Division would issue a building permit upon approval of a site plan determined to be consistent with the Land Use Code.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Safety Element	
Policy S-1.1: Rely on the most current and comprehensive geologic hazard mapping available to assist in the evaluation of potential seismic hazards (including, but not limited to, surface rupture, ground shaking, ground failure, and seiche) associated with new development and redevelopment.	Consistent: The Geotechnical Evaluation prepared for the project determined that there are no known active faults crossing the project site, nor is the project site located within an earthquake fault zone as defined by the State of California. Furthermore, compliance with City regulations, the California Building Code (CBC), and adherence to the grading and site preparation recommendations presented in the Geotechnical Evaluation would reduce impacts associated with ground shaking and ground failure to a level less than significant.
Policy S-1.2: Enforce development standards and building restrictions as a means to limit seismic-related risks to acceptable levels.	Consistent: Compliance with City regulations, the CBC, and adherence to the grading and site preparation recommendations presented in the Geotechnical Evaluation would reduce impacts associated with seismic-related risks to a level less than significant.
Policy S-1.3: Require new development and redevelopment to comply with recognized standards for geologic hazards, soils (including but not limited to subsidence and liquefaction), and seismic hazards to ensure public safety.	Consistent: Compliance with City regulations, the CBC, and adherence to the grading and site preparation recommendations presented in the Geotechnical Evaluation would reduce impacts associated with geologic hazards, soils (including but not limited to subsidence and liquefaction), and seismic hazards to a level less than significant.
Policy S-1.4: Control site preparation procedures and construction phasing to reduce erosion and exposure of soils to the maximum extent possible.	Consistent: The project would implement construction best management practices (BMPs) identified in the Storm Water Quality Management Plan that would reduce erosion and exposure of soils to the maximum extent possible.
Policy S-2.2: Ensure that new development adequately provides for on- and off-site mitigation of potential flood hazards and drainage problems.	Consistent: The project would construct a 4.39-acre earthen channel that would traverse the northwestern boundary of the project site and connect to the existing storm drain which outlets to the Sweetwater River to convey storm water to the San Diego Bay. The project would also include development of a 0.52 acre bioretention basin to collect storm water and manage flowrates.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Policy S-2.6: Allow for modification of land within the 100-year flood zone where necessary to protect the safety of existing and future developments.	Consistent: The Safety Element identifies the western portion of the project site as located within the 100-year floodplain. Project construction would net import approximately 150,548 cubic yards to increase elevations at the project site by 5 to 10 feet. These proposed elevation increases would raise all portions of the project site that would be utilized for the CarMax facility out of the 100-year floodplain. Consequently, the only portions of the project site that would remain within the 100-year floodplain would be associated with the earthen channel that would traverse the northwestern boundary of the project site and connect to the existing storm drain which outlets to the Sweetwater River. Furthermore, the project would prohibit access to these portions of the project site that would remain within the 100-year floodplain.
Policy S-2.7: Require new development and significant redevelopment projects to assess stormwater runoff impacts on the local and regional storm drain and flood control system, and to develop detention and drainage facilities to ensure that increased risks of flooding do not result from development.	Consistent: An SWQMP was prepared for the project that identified both construction and operational BMPs for the management of storm water runoff. Additionally, the project would construct a 4.39-acre earthen channel that would traverse the northwestern boundary of the project site and connect to the existing storm drain which outlets to the Sweetwater River to convey storm water to the San Diego Bay. The project would also include development of a 0.52-acre bioretention basin to collect storm water and manage flowrates.
Policy S-2.8: Promote the use of bioswales, tree wells, green roofs, and other infiltration mechanisms to reduce of the volume of stormwater runoff.	Consistent: The project would include development of a 0.52-acre bioretention basin to reduce the volume of storm water flow and allow for infiltration.
Policy S-2.9: Prohibit the construction of flood barriers within the 100-year flood zone which would divert flood water or increase flooding in other areas.	Consistent: The project would import approximately 150,548 cubic yards to increase elevations at the project site by 5 to 10 feet. These proposed elevation increases would raise all portions of the project site that would be utilized for the CarMax facility out of the 100-year floodplain.
Policy S-5.6: Adopt and enforce requirements for emergency access in new development and redevelopment.	Consistent: Per Section 18.12.070 of the City's Municipal Code, the project would be required to submit a site plan to the Planning Division for review to ensure consistency with the Land Use Code.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
	Site Plan review would include an evaluation of whether project design would provide adequate emergency access consistent with the requirements of Municipal Code Section 18.45.100. The Planning Division would issue a building permit upon approval of a site plan determined to be consistent with the Land Use Code.
Promote the use of Crime Prevention through Environmental Design (CPTED) concepts, including, but not limited to: • Establishing public spaces that encourage activity, site cleanliness, rapid repair, and removal or refurbishment of decayed physical elements. • Providing for natural surveillance of outdoor spaces through proper placement of windows in surrounding buildings, lighting, and landscaping. • Establishing natural access controls into and around private property through the use of doors, shrubs, fences, and gates. • Distinguishing between private and public space through the use of landscaping, front porches, and other design elements, where appropriate.	Consistent: Per Section 18.12.070 of the City's Municipal Code, the project would be required to submit a site plan to the Planning Division for review to ensure consistency with the Land Use Code. Site Plan review would include an evaluation of whether project design would utilize CPTED concepts. The Planning Division would issue a building permit upon approval of a site plan determined to be consistent with the Land Use Code.
Policy S-8.4: Proposed development shall be evaluated to determine the applicability of preparing a Hazardous Materials Management Plan (HMMP), stormwater pollution prevention plan (SWPPP), Standard Urban Storm Water Mitigation Plan, (SUSWMP), Jurisdictional Urban Runoff Management Program (JURMP), stormwater Best Management Practices, and additional site-specific assessments including research, file reviews, and/or Phase I Environmental Assessments.	Consistent: A Storm Water Quality Management Plan (SWQMP) with BMPs and Phase 1 Environmental Assessment were prepared for the project that identified measures that would reduce all impacts to a level less than significant.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Noise and Nuisance Element	
Policy NN-1.3: Reduce transportation noise impacts on new and existing development through the inclusion of appropriate noise reduction strategies (e.g., setbacks, noise barriers, building design, materials, etc.) in new development and redevelopment projects.	Consistent: Per Section 18.12.070 of the City's Municipal Code, the project would be required to submit a site plan to the Planning Division for review to ensure consistency with the Land Use Code. Site Plan review would include an evaluation of whether project design would utilize appropriate noise reduction strategies. The Planning Division would issue a building permit upon approval of a site plan determined to be consistent with the Land Use Code.
Policy NN-2.5: Require development to minimize the exposure of neighboring properties to excessive noise levels from construction-related activity during all phases of construction.	Consistent: As described in Section 4.10.5.1, the project would comply with the City Municipal Code Section 12.10.160 during construction, As shown in Table 4.10-7, compliance with the City Municipal Code Section 12.10.160 would ensure that construction noise levels would range from 53 to 60 dB(A) L_{eq} at adjacent uses, which would be acceptable noise levels.
Policy NN-3.3: Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown on Table NN-5) and the Noise Contour Exhibits (shown on Figures NN-1 and NN-3) to minimize the effects on noise-sensitive land uses.	Consistent: Noise modeling presented in Table 4.10-6 determined that noise levels at the property line due to on-site noise sources would range from 29 to 40 dB(A) L_{eq}, and would not exceed the most restrictive noise limit of 45 dB(A) L_{eq}.
Policy NN-3.4: Require an acoustical study when required by Title 24 California Code of Regulations (California Building Code) for proposed developments, so that noise mitigation measures can be included in the project design.	Consistent: A Noise Analysis was prepared for the project (Appendix J) that evaluated potential impacts consistent with the requirements of Title 24 California Code of Regulations (California Building Code). The Noise Analysis determined that all impacts would be less than significant or could be mitigated to a level less than significant.
Policy NN-4.2: Reduce the number of complaints and/or violations associated with offensive odors, spray paint, sandblasting compounds, use of insecticides or other noxious substances.	Consistent: The project does not include heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. However, exposure to odors associated with project construction would be short term and temporary in nature. Furthermore, the project would not utilize spray paint, sandblasting compounds, insecticides or other noxious substances.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Policy NN-4.7: Minimize light pollution through attention to site design including the appropriate placement of outdoor lighting and signage, and discouraging lighting where not required for safety and or business operations.	Consistent: Per Section 18.12.070 of the City's Municipal Code, the project would be required to submit a site plan to the Planning Division for review to ensure consistency with the Land Use Code. Site Plan review would include an evaluation of whether project design would utilize appropriate measures to minimize light pollution consistent with the requirements of Municipal Code Section 18.46. The Planning Division would issue a building permit upon approval of a site plan determined to be consistent with the Land Use Code.
Open Space and Agriculture Element	
Policy OS-2.1: Preserve significant habitat and environmentally sensitive areas, including hillsides, streams, and marshes.	Consistent: The project has been designed to avoid impacts to sensitive natural communities to the maximum extent practicable. Implementation of mitigation measures BIO-1 through BIO-4 would reduce impacts to significant habitat and sensitive areas to a level less than significant.
Policy OS-2.2: Preserve the ecological integrity of creek corridors, canals, and drainage ditches that support riparian resources by working with California Department of Fish and Game to establish a plant palette that is satisfactory and providing for up to 100-foot buffers that protect against development impacts but allow for existing uses and limited future recreational uses.	Consistent: The project would be constructed entirely on the project site and would not encroach into the Sweetwater River. The project would preserve the ecological integrity of the unnamed creek on the project site by constructing a 4.39-acre earthen channel that would traverse the northwestern boundary of the project site. This earthen channel would recontour and redirect approximately 2,012 linear feet of the unnamed creek and preserve the existing drainage pattern and jurisdictional wetlands and waters resources where feasible and mitigate temporary and permanent impacts through compensatory mitigation described in mitigation measure BIO-4 consistent with CDFW requirements.
Policy OS-2.3: Preserve and enhance wetland resources including creeks, rivers, ponds, marshes, vernal pools, and other seasonal wetlands to the extent feasible.	Consistent: The project has been designed to avoid impacts to wetlands to the maximum extent practicable. Implementation of mitigation measure BIO-4 would reduce impacts to wetland resources to a level less than significant.
Policy OS-2.5: Protect rivers, watersheds, and groundwater as a resource for wildlife through flood control measures and the use of	Consistent: The SWQMP identified both construction and operational BMPs to improve the water quality of runoff.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
stormwater infiltration best management practices (BMPs) that protect groundwater quality.	Additionally, the project would include development of a 0.52-acre bioretention basin that would filter storm water and allow for groundwater recharge.
Policy OS-2.6: Work with the City of Chula Vista and other responsible agencies to maintain and enhance the Sweetwater River corridor and other key water bodies as an environmental and recreational resource for the community.	Consistent: The CarMax facility would be constructed entirely on the project site and would not impact the adjacent Sweetwater River.
Policy OS-2.7: Ensure that potential impacts to biological resources are carefully evaluated prior to approval of development projects.	Consistent. A Biological Technical Report was prepared for the project that evaluated potential impacts on biological resources and proposed mitigation measures to reduce impacts to a level less than significant (mitigation measures BIO-1 through BIO-4).
Policy OS-2.8: Ensure that development is consistent with all federal, State and regional regulations for habitat and species protection.	Consistent: Implementation of mitigation measures BIO-1 through BIO-4 would ensure consistency with all federal, state, and regional regulations for habitat and species protection.
Policy OS-4.2: Ensure that new developments incorporate street trees and parking lot plantings, where feasible, and work in cooperation with residents and businesses to retain healthy trees as part of the city's streetscape.	Consistent: The project would introduce landscaping materials, including palm trees, deciduous trees, deciduous shrubs, groundcover, and grasses. The majority of the proposed landscaping would occur within a 10-foot-wide landscaping strip along Plaza Bonita Road that would provide for an aesthetically pleasing view of the project site. The conceptual landscape plan would also introduce some features on the interior of the project site.
Policy OS-4.3: Require the retention of trees of significance (such as heritage trees or landmark trees and groves) by promoting stewardship of such trees and ensuring that the design of development projects provide for the retention of these trees wherever possible. Where removal of trees of significance cannot be avoided, the City shall require tree replacement or suitable mitigation. Where feasible, sidewalk realignment may be considered to preserve significant trees.	Consistent: None of the trees on the project site meet the criteria of a Heritage Tree or Landmark Tree. The project site does not have any historical or horticultural value, nor are any of the trees unusual or have very high aesthetic quality.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Policy OS-8.4: Consult with property owners and land developers early in the development review process to minimize potential impacts to historic and cultural resources.	Consistent: The Cultural Resources Inventory and Evaluation Report determined that the project would not impact any historic resources or known cultural resources. In the event that earthwork activities inadvertently unearthed unknown archaeological resources, tribal cultural resources, or human remains during construction, implementation of mitigation measure CUL-1: Archaeological Monitoring presented in Section 4.4.4.3 would reduce impacts to a level less than significant. The results of the Cultural Resources Inventory and Evaluation Report are presented in Section 4.4.
Policy OS-8.8: Require monitoring for sub-surface cultural and paleontological resources during grading and construction activities for all development projects.	Consistent: Implementation of mitigation measure CUL-1: Archaeological Monitoring presented in Section 4.4.4.3 and mitigation measure PAL-1: Paleontological Monitoring presented in Section 4.11.3.3 would ensure that monitoring would be conducted for sub-surface cultural and paleontological resources during grading and construction activities.
Conservation and Sustainability Element	
Policy CS-3.1: Protect rivers, watersheds, reservoirs and groundwater as a water supply source through flood control measures and the use of stormwater best management practices (BMPs) that protect water quality.	Consistent: The SWQMP identifies both construction and operational BMPs to be applied that would improve the water quality of runoff that would be conveyed to the Sweetwater River.
Policy CS-3.3: Promote the use of low-impact development (LID) practices in new and existing development, including the use of bioswales, tree wells, pervious materials for hardscape, and other stormwater management practices to increase groundwater infiltration.	Consistent: The project would construct a 4.39-acre earthen channel that would traverse the northwestern boundary and connect to the existing storm drain which outlets to the Sweetwater River, which was identified in the General Plan as one of the main sources of groundwater recharge within the City. The project would also construct a bioretention basin that would allow for groundwater recharge.
Policy CS-4.1: Promote the use of green building practices and low impact development in new and existing development to reduce the use of potable water.	Consistent: As described in Section 3.2.7, the project would utilize water monitoring to reduce the use of potable water.

Table 4.10-1 Summary of Project Consistency with Environmental Policies of the General Plan	
Implementing Policies	Consistency Evaluation
Policy CS-8.1: Control sources of pollutants and improve and maintain urban runoff water quality through storm water protection measures that are at a minimum consistent with the City's National Pollution Discharge Elimination System (NPDES) Permit.	Consistent: The SWQMP identified both construction and operational BMPs to be applied that would improve water quality of runoff consistent with the requirements of the NPDES permit.
Policy CS-8.3: Encourage the use of "green" stormwater management and low impact development practices, including green roofs, landscape-based treatment measures, bioswales, tree wells, pervious materials for hardscape, and other techniques that allow for filtering, infiltration, storage and reuse or evaporation of stormwater runoff on-site.	Consistent: The project would include development of a 0.52-acre bioretention basin that would filter storm water, allow for groundwater recharge, and retain water prior to transfer to the Sweetwater River though the proposed earthen channel.
Policy CS-9.1: Promote the use of recycled materials as part of new construction or renovations, including the reuse of existing building shells/elements.	Consistent: The project would utilize recycling practices during construction consistent with City requirements where feasible.
Policy CS-9.2: Require all construction projects to recycle a minimum of 75% of inert construction debris and 50% of all remaining debris and to salvage, recycle, or reuse at least 50% of demolition materials, unless infeasible.	Consistent: The project would utilize recycling practices during construction consistent with City requirements where feasible.
Health and Environmental Justice Element	
Policy HEJ-2.3: Avoid siting new sensitive land uses within 500 feet from the centerline of a freeway, unless such development contributes to smart growth, open space, or transit-oriented goals, in which case the development shall include feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and/or other effective measures to minimize potential impacts from air pollution.	Consistent: Although the project is located adjacent to the I-805/SR-54 interchange, the Air Quality Technical Report determined that the project would not result in any significant impacts, and no mitigation would be required.
Policy HEJ-2.6: Consider air quality impacts, including cumulative impacts, from existing and new development when making land use decisions and limit the number of industrial facilities or uses to prevent cumulative air pollution impacts.	Consistent: The Air Quality Technical Report determined that the project would not result in any significant impacts, including cumulative impacts, and no mitigation would be required.

4.11 Noise

This section evaluates potential impacts associated with project construction, future traffic on local roadways, and operations such as rooftop heating, ventilation, and air conditioning (HVAC) units and is based on the following technical document included as an appendix to the Environmental Impact Report (EIR):

- Noise Analysis for the National City CarMax Project, National City, California (Appendix K; RECON 2020c).

4.11.1 Existing Conditions

4.11.1.1 Existing Noise Standards

Impacts to sensitive receivers were evaluated in relation to the noise level standards in the National City (City) General Plan. Noise standards in the City are expressed in the hourly equivalent sound level (L_{eq}), an average A-weighted decibel [dB(A)] sound level over a one-hour period, and the community noise equivalent level (CNEL), a 24-hour dB(A) that accounts for frequency correction and the subjective response of humans to noise by adding 5 dB and 10 dB to the evening and nighttime hours, respectively.

a. General Plan

The Noise and Nuisance Element of the City's General Plan establishes noise and land use compatibility standards and outlines goals and policies to achieve these standards. Table 4.11-1 summarizes the land use compatibility standards. As shown, automotive and service commercial land uses are compatible with noise levels up to 70 CNEL and conditionally compatible with noise levels above 70 CNEL.

Table 4.11-1
Land Use – Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (CNEL				
	<60	60-65	65-70	70-75	75+
Residential Land Uses					
Single-family, Mobile Homes, Senior Housing		45*	45*	45*	
Multi-family			45*	45*	
Minor Mixed-Use, Major Mixed-Use			45*	45*	45*
Commercial					
Automotive, Service Commercial					
Office					
Shopping Center					
Visitor Accommodations			45*	45*	45*
Industrial					
Institutional					
Infrastructure (water treatment facilities, electrical substations)					
Worship facilities, educational facilities, community centers, libraries, museums and cultural centers		45*	45*	45*	
Open Space, Parks and Recreation					
Community and Neighborhood Parks					
Golf Courses, Athletic Fields					

*Interior noise level

	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.
		Outdoor Uses	Activities associated with the land use may be carried out.
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level. Conventional construction, but with closed windows and fresh air supply systems will normally suffice.
		Outdoor Uses	Best practices for reducing noise interference should be incorporated to make outdoor activities acceptable.
	Normally Incompatible	Indoor Uses	If new construction or development does proceed, a detailed acoustical analysis is needed to identify the noise reduction requirements and needed noise insulation features shall be included in the design.
		Outdoor Uses	Feasible noise mitigation techniques shall be analyzed and incorporated to make the outdoor activities acceptable.
	Incompatible	Indoor Uses	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

SOURCE: City of National City 2011a

b. Municipal Code

Title 12 of the National City Municipal Code establishes prohibitions for disturbing, excessive, or offensive noise, and provisions such as sound level limits for the purpose of

securing and promoting the public health, comfort, safety, peace, and quiet for its citizens. The sections of Title 12 that are applicable to the project are presented below.

12.06.020 Maximum permissible sound levels by receiving land use.

A. The noise standards presented in Table III of this chapter [Table 4.11-2] for various categories of land uses defined in Chapter 18.10 of the City's land use code, shall, unless otherwise specifically indicated, apply to each property or portion of property substantially used for a particular type of land use reasonably similar to the land use types shown in Table 4.11-2. Where two or more dissimilar land uses occur on a single property, the more restrictive noise limits shall apply.

B. Additional land use classifications may be added by resolution of the Planning Commission to reflect both lower and higher existing ambient levels than those shown.

C. Where doubt exists when making identification of receiving land use, the Planning Commission may make an interpretation in the manner provided by Section 18.134.020 of the land use code.

D. No person shall operate or cause to be operated any source of sound at any location within the city or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level to exceed the environmental noise level or nuisance noise level, or both, of the applicable limits given in Table 4.11-2 of this chapter at any point on or beyond the boundaries of the property on which the sound is produced.

E. 1. Environmental noise shall be assessed by the A-weighted equivalent sound level (L_{eq}) for any hour ($L_{eq(h)}$).

2. Nuisance noise shall be assessed as an A-weighted sound level not to be exceeded at any time. Nuisance noise is not subject to hourly averaging as $L_{eq(h)}$. The sound level of an event may be assessed by sound level meters or recording devices, or by other objective methods. However, failure or inability to conduct measurements of the sound level shall not bar enforcement or abatement.

3. Sound levels by receiving land use shall be measured at the boundary of the property on which the sound is produced (generated) or at any point within the boundary of the property affected.

4. Fixed location public utility distribution or fixed transmission facilities, located on or adjacent to a property line shall be subject to noise level limits of this section measured at or beyond six feet from the boundary of the easement upon which the equipment is located.

Table 4.11-2 Title 12, Section 12.06.020 – Exterior Sound Limit Levels		
Zone	Allowable Noise Level [dB(A) L_{eq}]	
	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.
All residential (less than 9 dwelling units)	45	55
Multi-unit residential (consisting of 9 dwelling units or more and public space)	50	60
Commercial	60	65
Light Industry (Industry east of I-5)	70	70
Heavy Industry (Industry west of I-5)	80	80
SOURCE: National City Municipal Code, Title 12 – Noise Control – Table III.		

12.06.040 Corrections to exterior noise level limits.

A. If the noise is continuous as defined in Section 12.04.120, the L_{eq} for any hour can be represented by any lesser time period within that hour. Noise measurements of a few minutes only will thus suffice to define the noise level.

B. If the noise is intermittent as defined in Section 12.04.320, the L_{eq} for any hour may be represented by a time period typical of the operating cycle. Measurement should be made of a representative number of noisy/quiet periods. A measurement period of not less than 15 minutes is, however, strongly recommended when dealing with intermittent noise.

C. In the event the alleged offensive noise contains a steady, audible sound such as a whine, screech, or hum, or contains a repetitive impulsive noise such as hammering or riveting, or contains music or speech, the standard limits set forth in Table 4.11-2 shall be reduced by 5 dB.

D. If the measured ambient level exceeds that permissible in Table 4.11-2, the allowable noise level standard shall be the ambient noise level. The ambient level shall be measured when the alleged noise violation source is not operating.

12.10.160 Construction/Demolition

A. Except as provided in Section 12.10.160 B, it is unlawful to operate or to allow or cause the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on weekends or holidays, such that the sound there from creates a noise across a residential or commercial real property line that violates the provisions of Section 12.06.020.

B. Subsection A shall not apply to emergency work performed by public service utilities; work on private property that is necessary for fire and life safety; work permitted pursuant to Chapter 12.16; or, to the use of domestic power tools as allowed in Section 12.10.300.

C. Noise from construction demolition activities shall not exceed the maximum noise levels at or within the boundaries of affected properties listed in the following schedule at all other times (Table 4.11-3).

Table 4.11-3
Title 12, Section 12.10.160 – Construction Noise Limit Levels

	Type I Areas – Residential	Type II Areas – Semi-Residential/Commercial
Mobile Equipment		
Daily, except Sundays and legal holidays, between 7:00 a.m. to 7:00 p.m.	75	85
Stationary Equipment		
Daily, except Sundays and legal holidays, between 7:00 a.m. to 7:00 p.m.	60	70
SOURCE: National City Municipal Code, Title 12 – Noise Control. Section 12.10.160.		

4.11.1.2 Existing Ambient Noise

Sources of noise at the project site include vehicle traffic on local roadways. Existing noise levels at the project site were measured on August 9, 2016 to obtain existing ambient noise levels. Four 15-minute measurements (5 feet above the ground) were taken, as described below. The locations of the measurements are shown on Figure 4.11-1.

Measurement 1 was located east of the project site, at the corner of Sweetwater Road and Plaza Bonita Road, approximately 50 feet south of Sweetwater Road. The main noise source at this location was vehicle traffic on Sweetwater Road. Vehicle traffic on State Route 54 (SR-54) and Plaza Bonita Road was also audible. Secondary sources of noise were parking lot activities. Vehicle traffic on Sweetwater Road was counted during the measurement period.

Measurement 2 was located near the southern project boundary, 50 feet west of Plaza Bonita Road. The main noise source at this location was vehicle traffic on Plaza Bonita Road. Vehicle traffic on Interstate 805 (I-805), SR-54, and the ramp from I-805 to SR-54 was also audible. Vehicle traffic on Plaza Bonita Road was counted during the measurement period.

Measurement 3 was located at the southwestern corner of the project site, adjacent to a paved bike path. The main noise source at this location was vehicle traffic on I-805. Vehicle traffic on SR-54 and the ramp from I-805 to SR-54 was also audible.

Measurement 4 was located at the northern project boundary, approximately 50 feet southeast of SR-54. The main noise source at this location was vehicle traffic on SR-54. Vehicle traffic on Sweetwater Road was also audible.

Image Source: Nearmap (flown May 2020)

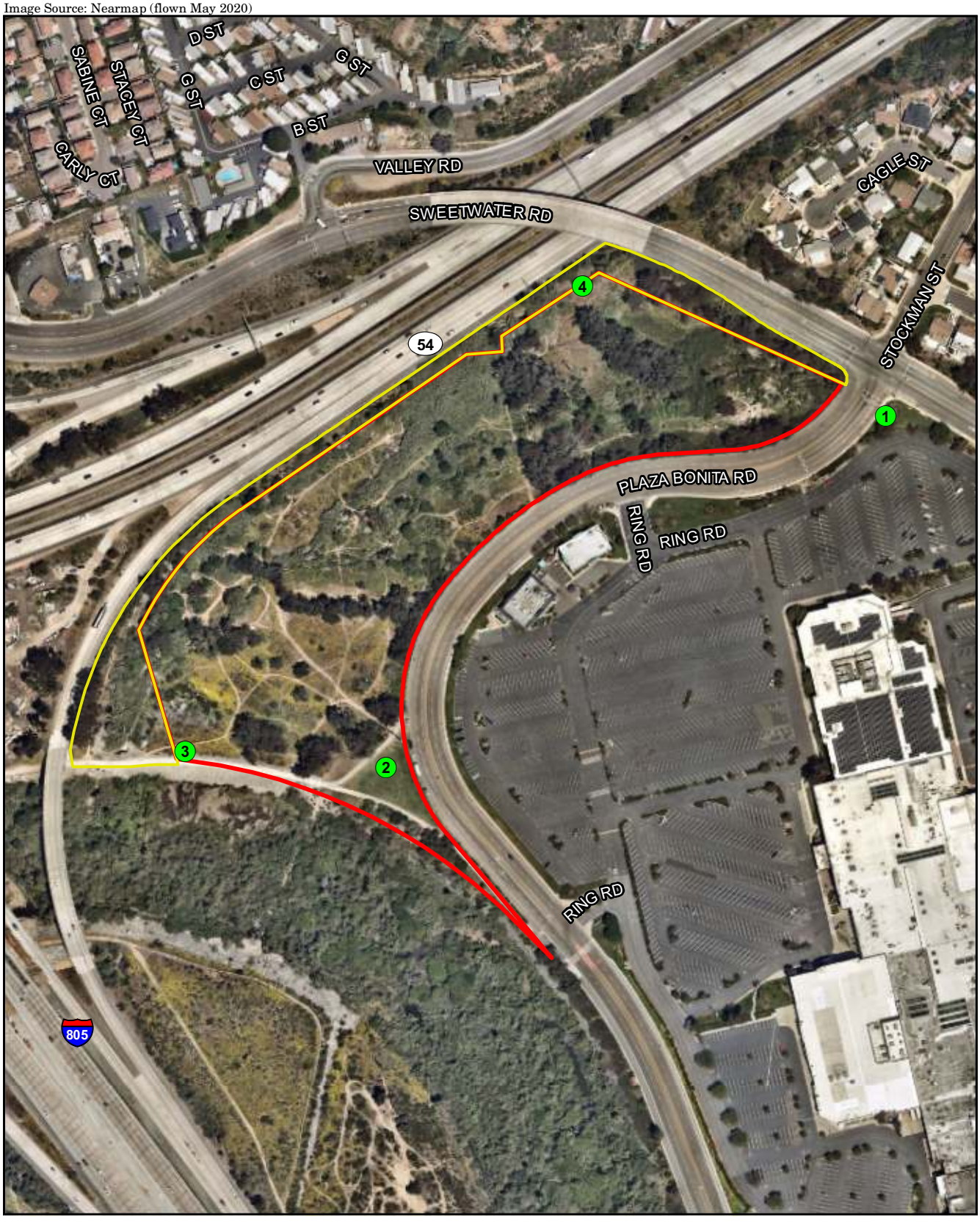

FIGURE 4.11-1

Noise Measurement Locations

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Noise measurements are summarized in Table 4.11-4. Traffic counts conducted during Measurements 1 and 2 are summarized in Table 4.11-5.

Table 4.11-4
Noise Measurements

Measurement	Location	Time	L_{eq}	L_{90}	Primary Noise Sources
1	50 feet south of Sweetwater Road	10:50 a.m. – 11:05 a.m.	65.8	60.7	Vehicle traffic on Sweetwater Road
2	50 feet west of Plaza Bonita Road	11:26 a.m. – 11:41 a.m.	64.6	62.9	Vehicle traffic on Plaza Bonita Road
3	Southwest corner of project site, near I-805	11:53 a.m. – 12:08 p.m.	66.0	63.6	Vehicle traffic on I-805
4	50 feet southeast of SR-54	12:32 p.m. – 12:47 p.m.	73.0	70.7	Vehicle traffic on SR-54
NOTE: Noise measurement data is contained in Attachment 1.					

Table 4.11-5
15-minute Traffic Counts

Measurement	Roadway	Direction	Automobiles	Medium Trucks	Heavy Trucks	Buses	Motorcycles
1	Sweetwater Road	Westbound	106	1	0	1	0
		Eastbound	109	2	0	1	1
2	Plaza Bonita Road	Northbound	31	0	0	0	0
		Southbound	22	0	0	0	1
NOTE: Traffic counts were not conducted during Measurements 3 and 4.							

4.11.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to noise are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G and City General Plan Noise policies. A significant impact related to noise would occur if the project would:

1) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the noise standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

2) Generate excessive ground borne vibration or ground borne noise levels; or

3) 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.

4.11.3 Issue 1: Ambient Noise

Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the noise standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

4.11.3.1 Impact Analysis

a. Construction Noise

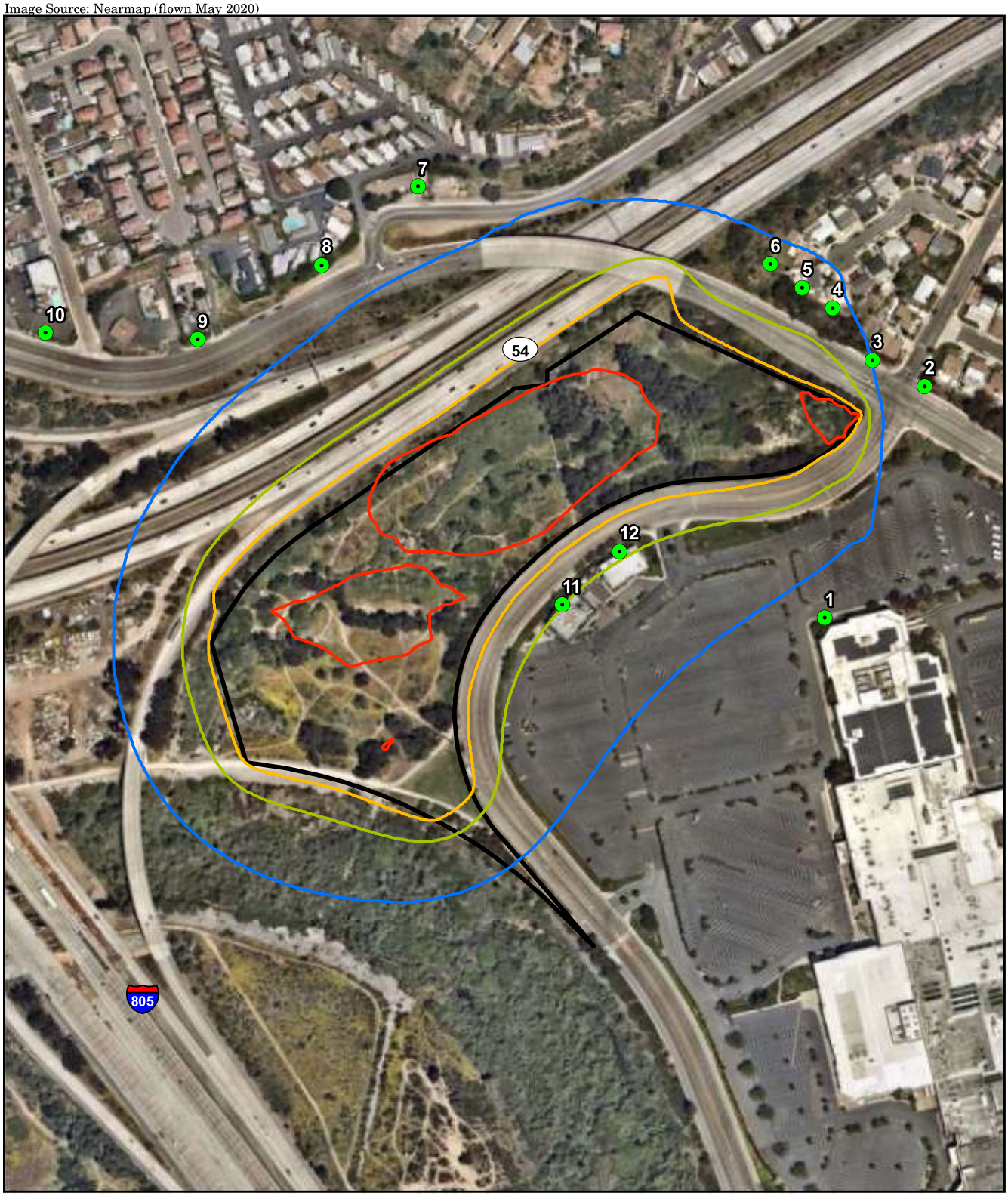
Noise associated with the grading, building, and paving for the project would potentially result in short-term impacts to surrounding residential properties. There are residential uses located to the north and east of the project site. A variety of noise-generating equipment would be used during the construction phase of the project, such as excavators, backhoes, front-end loaders, and concrete saws, along with others. For this analysis, the simultaneous operation of a grader, dozer, loader, excavator, and dump truck was modeled. Simultaneous operation of this equipment would generate an average hourly noise level of 87 dB(A) L_{eq} at 50 feet from the center of construction activity.

Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. To reflect the nature of grading and construction activities, equipment was modeled as an area source distributed over the project footprint. The total sound energy of the area source was modeled with all pieces of equipment operating simultaneously. Noise levels were modeled at a series of 12 receivers located at the adjacent commercial and residential uses. The results are summarized in Table 4.11-6. Modeled receiver locations and construction noise contours are presented in Figure 4.11-2.

Table 4.11-6
Construction Noise Levels at Residential Uses

Receiver	Land Use	Noise Level [dB(A) L_{eq}]
1	Commercial	59
2	Residential	53
3	Residential	60
4	Residential	62
5	Residential	62
6	Residential	62
7	Residential	58
8	Residential	59
9	Residential	58
10	Residential	55
11	Commercial	65
12	Commercial	66

Image Source: Nearmap (flown May 2020)



Parcel Boundary

Construction Receivers

Construction Noise Contours

60 dB(A) Leq

65 dB(A) Leq

70 dB(A) Leq

75 dB(A) Leq

0 Feet 300

FIGURE 4.11-2

Construction Noise Contours and Modeled Receivers

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As shown in Table 4.11-6, construction noise levels would range from 53 to 66 dB(A) L_{eq} at the adjacent uses. Construction activities would generally occur over the 8-hour period between 7:00 a.m. and 5:00 p.m. on weekdays. Although the existing adjacent uses would be exposed to construction noise levels that may be heard above ambient conditions, the exposure would be temporary and would not exceed the City's standards (see Table 4.11-3). Therefore, project construction would not exceed applicable noise level standards.

Traffic Noise

On-Site Traffic Noise

Traffic noise contours were developed using the SoundPLAN program. Noise level contours were modeled at the first-floor level. These contours take into account topography and shielding provided by the proposed buildings. Future vehicle traffic noise-level contours are shown in Figure 4.11-3.

As discussed in Section 4.11.1.1.a above, automotive and service commercial land uses are compatible with noise levels up to 70 CNEL and conditionally compatible with noise levels above 70 CNEL. As shown in Figure 4.11-3, exterior noise levels are projected to be 70 CNEL or less across a majority of the project site and less than 70 CNEL at the proposed buildings, which would be compatible with City standards. Exterior noise levels at the project boundaries immediately adjacent to SR-54 and Plaza Bonita Road would exceed 70 CNEL; however, parking lots would be constructed in these areas and noise levels would not interfere with outdoor activities. Therefore, on-site traffic noise would not result in a permanent increase in ambient noise in excess of applicable noise level standards.

Off-Site Traffic Noise

The project would increase traffic volumes on 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. Therefore, 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. Additionally, surrounding streets affected by the project carry greater volumes of traffic and the relative increase would be less along those segments. The project would generate traffic on nearby roadways. Based on a trip rate of 50 trips per 1,000 square feet (SANDAG 2002), the 18,774-square-foot CarMax facility would generate 939 daily trips. The vehicles associated with these trips would utilize the surrounding roadway network including Plaza Bonita Road and Sweetwater Road.

Image Source: Nearmap (flown May 2020)

Parcel Boundary
Site Plan

Vehicle Traffic Noise Contours

60 CNEL
65 CNEL
70 CNEL
75 CNEL

0 Feet 300

FIGURE 4.11-3
Vehicle Traffic Noise Contours and Modeled Receivers

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Doubling of the energy of a noise source, such as traffic volumes on a roadway, would result in a 3 dB(A) increase in noise levels (California Department of Transportation [Caltrans] 2013). Studies have shown that the average human ear can barely perceive a change in sound level of 3 dB(A). A change of at least 5 dB(A) is considered a readily perceivable change in a normal environment. A 10 dB(A) increase is subjectively heard as a doubling in loudness and would cause a community response. Based on these concepts of perception, 3 dB(A) is conservatively considered a substantial increase in ambient traffic noise levels.

A 3 d(B) increase occurs when there is a doubling of traffic volumes. Traffic volumes on roadways in the vicinity of the project site are much greater than the 939 daily trips that would be generated by the 18,774-square-foot CarMax facility (SANDAG 2020). Consequently, the addition of project traffic to area roadways would not result in a doubling of traffic volumes, and the resulting noise level increase would be less than 3 dB that would not be perceivable. Therefore, off-site traffic noise would not result in a permanent increase in ambient noise levels in excess of applicable noise level standards.

On-Site Generated Noise

Noise sources associated with project operation would include rooftop HVAC units, as well as a blower, vacuum, and air compressor at the proposed carwash. Commercial uses are located south of the project site, single-family residential uses are located east and north of the project site, and a mobile home park is located north of the project site. As shown in Table 4.11-2 above, the applicable limits for low-density residential uses are 55 dB(A) L_{eq} between 7:00 a.m. and 10:00 p.m. and 45 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m.; the applicable limits for multi-unit residential are 60 dB(A) L_{eq} between 7:00 a.m. and 10:00 p.m. and 55 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m.; and the applicable limits for commercial uses are 65 dB(A) L_{eq} between 7:00 a.m. and 10:00 p.m. and 60 dB(A) L_{eq} between 10:00 p.m. and 7:00 a.m.

Noise levels were modeled at a series of 12 receivers located at the adjacent property lines. Noise source and modeled receiver locations are shown in Figure 4.11-4. Future projected noise levels are summarized in Table 4.11-7.

As shown in Table 4.11-7, on-site generated noise levels would range from 37 to 43 dB(A)$_{Leq}$ at the residential property lines and 41 to 47 dB(A) L_{eq} at the commercial property lines. These noise levels would not exceed the applicable daytime or nighttime noise limits in the Municipal Code. It should also be noted that the adjacent residential uses to the east are located more than 120 feet from the property line, and the residential uses to the north are located on the opposite side of SR-54. Noise due to on-site noise sources would likely not be audible over existing ambient noise levels due to vehicle traffic noise on the freeways and area roadways. Therefore, on-site generated noise would not result in a permanent increase in ambient noise levels in excess of applicable noise level standards.

Image Source: Nearmap (flown May 2020)

Parcel Boundary
HVAC
Construction Receivers
Site Plan

Carwash
Blower
Vacuum
Air Compressor

On-Site Contours
40 dB(A) Leq
45 dB(A) Leq
50 dB(A) Leq
55 dB(A) Leq
60 dB(A) Leq
65 dB(A) Leq
70 dB(A) Leq
75 dB(A) Leq

0 Feet 300

FIGURE 4.11-4
On-Site Noise Contours and Modeled Receiver Locations

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Table 4.11-7
On-Site Generated Noise Levels

Receiver	Land Use	Applicable Limits Daytime/Nighttime [dB(A) L_{eq}]	Noise Level [dB(A) L_{eq}]
1	Commercial	65/60	41
2	Residential	55/45	37
3	Residential	55/45	38
4	Residential	55/45	38
5	Residential	55/45	38
6	Residential	55/45	37
7	Residential	60/50	40
8	Residential	60/50	42
9	Residential	60/50	43
10	Residential	60/50	38
11	Commercial	65/60	47
12	Commercial	65/60	43

4.11.3.2 Significance of Impacts

Project construction, on-site traffic noise, off-site traffic noise, and on-site generated noise would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the noise standards established in the local general plan and noise ordinance, and impacts would be less than significant.

4.11.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.11.4 Issue 2: Groundborne Vibration

Would the project expose persons to or generate excessive groundborne vibration or groundborne noise levels?

4.11.4.1 Impact Analysis

a. Construction

Construction activities may result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and construction activities taking place.

Caltrans guidelines state, "In most cases, vibration induced by typical construction equipment does not result in adverse effects on people or structures. Noise from the equipment typically overshadows any meaningful ground vibration effects on people. Some equipment, however, including vibratory rollers and crack-and-seat equipment, can create high vibration levels" (Caltrans 2013).

The project is not anticipated to include activities known to cause significant vibration impacts such as pile driving or blasting. Other project construction activities, such as the use of jackhammers, other high-power or vibratory tools, compactors, and tracked equipment, can generate substantial vibration in the immediate vicinity, typically within 25 feet of the equipment. However, the distance from the center of construction activities to adjacent receivers would be greater than 25 feet. As a result, typical construction activities would not generate substantial vibration that would be perceptible to receivers.

Construction activities would generally occur over the 8-hour period between 7:00 a.m. and 5:00 p.m. on weekdays. Therefore, construction activities that produce vibration will only take place during hours with limited potential to cause annoyance or sleep disruption. Thus, the project is not anticipated to generate excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant.

b. Operation

No operational components of the project include significant groundborne noise or vibration sources, and no significant vibration sources currently exist, or are planned, in the project area. Thus, groundborne noise or vibration impacts would be less than significant.

4.11.4.2 Significance of Impacts

The project would not include construction activities known to generate significant vibration and all construction activities would take place during hours with limited potential to cause annoyance or sleep disturbance. Operation would not generate groundborne noise or vibration. Therefore, the project would not generate excessive ground borne vibration or ground borne noise levels, and impacts would be less than significant.

4.11.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.12 Paleontological Resources

This section addresses the potential for the project to impact paleontological resources and is based on review of the following technical document included as an appendix to the environmental impact report (EIR):

- Paleontological Record Search for the CarMax National City Project prepared by the San Diego Natural History Museum (Appendix L; San Diego Natural History Museum 2015).

4.12.1 Existing Conditions

4.12.1.1 Paleontological Resources

Paleontological resources represent a limited, nonrenewable, and impact-sensitive scientific and educational resource. Paleontological resources are the remains and/or traces of prehistoric plant and animal life exclusive of man. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities.

Paleontological resource sensitivities are rated for individual formations and recognize the important relationship between fossils and the geologic formations within which they are entombed. Geologic formations are rated for paleontological resource potential according to the following scale (Deméré and Walsh 1994).

- High Sensitivity: These formations contain a large number of known fossil localities. Generally, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- Moderate Sensitivity: These formations have a moderate number of known fossil localities. Generally, moderately sensitive formations produce invertebrate fossil remains in high abundance or vertebrate fossil remains in low abundance.
- Low and/or Unknown Sensitivity: These formations contain only a small number of known fossil localities and typically produce invertebrate fossil remains in low abundance. Unknown sensitivity is assigned to formations from which there are presently no known paleontological resources, but which have the potential for producing such remains based on their sedimentary origin.

- Very Low Sensitivity: Very low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged to be unlikely to produce any fossil remains.

Published geological reports (Kennedy and Tan 2005) reveal that the proposed site is predominantly underlain by Holocene-age (less than 10,000 years old) young alluvial floodplain deposits. Deméré and Walsh (1993) have assigned young alluvial floodplain deposits that underlie the majority of the project site a low paleontological resource sensitivity rating. Any biological remains found in these deposits are likely to be modern to sub-fossil. However, small portions of the project site are underlain by late Pleistocene-age (approximately 80,000 to 220,000 years old) old paralic deposits, unit 6, and the Pliocene-age (approximately 1.5 to 3 million years old) San Diego Formation. Both the old paralic deposits, unit 6, and the San Diego Formation have been assigned a high paleontological sensitivity (Deméré and Walsh 1993). Figure 4.12-1 presents the geologic formations underlying the project site.

Site records housed in the Department of Paleontology at the San Diego Natural History Museum document one fossil collecting locality within a half-mile radius of the project site. This locality was discovered in offshore marine deposits of the San Diego Formation. Recovered fossils include internal and external molds of marine invertebrates (e.g., snails, bivalves, and tusk contrast).

4.12.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to paleontological resources are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact related to paleontological resources would occur if the project would:

1) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

4.12.3 Issue 1: Paleontological Resources

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

4.12.3.1 Impact Analysis

Impacts to paleontological resources typically occur when earth work activities, such as mass excavation projects, cut into geological deposits (formations) within which fossils are buried. These impacts are in the form of physical destruction of fossil remains. Since fossils are the remains of prehistoric animal and plant life, they are considered to be non-renewable. As discussed in Section 4.12.1.1, the majority of the project site is underlain by Holocene-age (less than 10,000 years old) young alluvial floodplain deposits that have

Image Source: Nearmap (flown May 2020)

Parcel Boundary

Offsite Area

Geologic Formation

Young alluvial floodplain deposits

San Diego Formation

Old paralic deposits, Unit 6

0 Feet 300

FIGURE 4.12-1
Underlying Geology

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been assigned a low paleontological resource sensitivity rating. However, small portions of the project site are underlain by late Pleistocene-age (approximately 80,000 to 220,000 years old) old paralic deposits, unit 6, and the Pliocene-age (approximately 1.5 to 3 million years old) San Diego formations, both of which have been assigned a high paleontological sensitivity (see Figure 4.12-1). Any proposed ground-disturbing activities that extend into previously undisturbed deposits of these two formations would have the potential to impact paleontological resources.

The geotechnical investigation prepared for the project determined that existing fill and upper alluvial materials are considered unsuitable for the support of settlement-sensitive structures or additional fill in their current condition. Consequently, the geotechnical investigation recommended that existing fill materials should be completely removed in the area of the proposed building and other settlement-sensitive improvements to depths of approximately 5 feet below the ground surface, or 36 inches below the bottoms of the proposed foundations, whichever is deeper. These excavation activities would have the potential to unearth unknown paleontological resources within the portions of the project site underlain by areas assigned a high paleontological sensitivity. Similarly, project grading within areas assigned a high paleontological sensitivity would also have the potential to unearth unknown paleontological resources.

4.12.3.2 Significance of Impacts

Project excavation and grading within portions of the project site assigned a high paleontological resource sensitivity would have the potential to result in a significant impact.

4.12.3.3 Mitigation

To reduce or avoid potential direct impacts to paleontological resources, implementation of PAL-1 would be required in order to ensure the recovery of any paleontological resource that may be present within soils underlying the project site.

PAL-1: Paleontological Monitoring

1. Monitoring Plan

   Prior to any grading on any portion of the project site, a qualified paleontologist shall be retained by the City of National City (City) to prepare a Monitoring Plan. A qualified paleontologist is an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques. No grading permits shall be issued until the monitoring plan has been approved by the Planning Director.

2. Pre-Grading Conference and Paleontological Monitor

   a. A qualified paleontological monitor shall be present at a pre-grading conference with the developer, grading contractor, and the

environmental review coordinator. The purpose of this meeting will be to consult and coordinate the role of the paleontologist in the grading of the site. A qualified paleontologist is an individual with adequate knowledge and experience with fossilized remains likely to be present to identify them in the field and is adequately experienced to remove the resources for further study.

b. A paleontologist or designate shall be present during those relative phases of grading as determined at the pre-grading conference. The monitor shall have the authority to temporarily direct, divert or halt grading to allow recovery of fossil remains. At the discretion of the monitor, recovery may include washing and picking of soil samples for micro-vertebrate bone and teeth. The developer shall authorize the deposit of any resources found on the project site in an institution staffed by qualified paleontologists as may be determined by the Planning Director. The contractor shall be aware of the random nature of fossil occurrences and the possibility of a discovery of remains of such scientific and/or educational importance which might warrant a long-term salvage operation or preservation. Any conflicts regarding the role of the paleontologist and/or recovery times shall be resolved by the Planning Director.

3. Fossil Recovery and Curation

a. If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site.

b. Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged.

c. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall either be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum or retained by the City and displayed to the public at an appropriate location such as a library or City Hall.

4. Monitoring Report

   Prior to occupancy of any buildings a paleontological monitoring report shall be submitted to the Planning Director. This report shall describe all the materials recovered and provide a tabulation of the number of hours spent by paleontological monitors on the site.

4.12.3.4 Significance of Impacts after Mitigation

Preparation of a paleontological monitoring program and presence of a paleontological monitor on-site during grading activities would reduce impacts to a level that is less than significant by ensuring that any buried resources are identified and recovered. Implementation of mitigation measure **PAL–1** would reduce impacts to less than significant.

4.13 Public Services and Recreation

Public services are those functions that serve residents on a communitywide basis. These functions include fire protection and emergency medical services, police protection, parks and recreational facilities, and are discussed below. The following provides a discussion of these services and facilities as they relate to the project.

4.13.1 Existing Conditions

4.13.1.1 Fire Protection/Emergency Medical Services

The National City Fire Department provides fire protection and emergency medical services within the City of National City (City), while the Lower Sweetwater Fire Protection District provides these services to the unincorporated area of Lincoln Acres. The National City Fire Department maintains a staff of 39 personnel who respond to fires, emergency medical calls, rescues, hazardous incidents, and all other emergency and non-emergency calls for service. The National City Fire Department also relies on automatic aid and mutual aid partners, typically from San Diego, Chula Vista, Federal Fire, and the Bonita Fire Protection District.

Fire Station 34 is located approximately 1.9 miles northwest of the project site at 343 East 16th Street. Additionally, Fire Station 31 is located approximately 0.77 mile north of the project site at 2333 Euclid Avenue in unincorporated Lincoln Acres. Additionally, mutual aid partner Chula Vista Fire Station 1 is located approximately 1.7 miles southwest of the project site at 447 F Street in Chula Vista.

4.13.1.2 Police Protection

Police protection services in the City are provided by the National City Police Department, which employs 92 officers and 43 professional staff members. The National City Police Department has one station, which is located approximately 2.2 miles northwest of the project site at 1200 National City Boulevard. The National City General Plan presents average police response times based on five categories, which are shown in Table 4.13-1. The National City Police Department seeks to respond to Priority 1 Calls in less than six minutes, which the Department currently does as shown in Table 4.13-1 below.

Table 4.13-1 Actual Average Police Response Times	
Category Time	Category Time
Priority 1 – Emergency	5:04
Priority 2 – Urgent	9:06
Priority 3 – Serious	21:34
Priority 4 – Non-Urgent	38:00
Priority 5 – Self-Initiated/Other	3:38

4.13.1.3 Parks/Recreational Facilities

Park and recreation facilities owned and operated by the City include six public parks, one public plaza, and a nine-hole public golf course. The City park closest to the project site is Sweetwater Heights Park, located approximately 0.45 mile east. Sweetwater Heights Park offers open space for passive recreation, as well as playground equipment and basketball courts. The San Diego Unified Port District operates Pepper Park and the adjacent boat launch/aquatic center within the boundaries of National City. Similarly, a portion of the County of San Diego Sweetwater Regional Park is located within the City limits adjacent to the southern boundary of the project site, separated by an existing levee.

This portion of the Sweetwater Regional Park located south of the project site includes a segment of the Sweetwater Loop and River Trail that follows the path of the Sweetwater River. The City, Port District, and County of San Diego park and recreation facilities located within the City (excluding the public golf course) that are described above provide a combined total of approximately 119 acres of parkland, which affords the City a ratio of 1.9 acres of parkland per 1,000 residents. Additionally, Lincoln Acres County Park owned by the County of San Diego is located outside the City limits but within the National City planning area. The City also operates and maintains several non-park recreational facilities that offer indoor recreational opportunities such as after school youth programs, senior activities, and a community center with events for all ages.

The entire project site was previously subject to an open space and park easement that the City conveyed to the County of San Diego in 1978. However, the City and County of San Diego entered into an Option to Purchase Agreement in April 2007 that would allow the City to purchase the open space easement. In August 2015, the City approved an Option Agreement to allow CarMax to purchase 9.5 acres of the project site, conditioned on the requirement for the City to first purchase the easement from the County. In turn, the County of San Diego would be required to use the proceeds from the sale of the open space easement for enhancements, expansion and/or improvements to the Sweetwater Regional Park, including bicycle/recreational trails adjacent to the Park and within one-mile of the Park.

Although the purchase agreement described above relinquishes all official park and recreation requirements for the property, there are several unofficial trails located on the project site. These include cleared dirt paths that traverse the property and a concrete path

atop the levee on the southern boundary separating the project site from the Sweetwater Regional Park.

4.13.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to public services are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Result in substantial adverse physical or other environmental impacts associated with the provision of new or physically altered government 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; and
   v. Other public facilities;

2) 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; or

3) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.13.3 Issues 1and 2: Public Services and Recreation

Would the project 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/Recreational Facilities; or
v. Other Public Facilities

Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

4.13.3.1 Impact Analysis

a. Fire Protection/Emergency Medical Services

Since the project site is located in the southeastern portion of the City Planning Area, and is located approximately 1.9 miles from National City Fire Station 34 and approximately 0.77 mile from National City Fire Station 31, it is anticipated that fire response time to the project site would fall within the fire service standard of 7 minutes. Therefore, the project would not require the construction or alteration of any fire or emergency medical facilities.

b. Police Protection

Although the project would not result in an increase to the community population, the construction of CarMax facility would attract more people to the project site, and therefore, may increase the need for police protection. However, the City is currently meeting its goal of responding to Priority 1 calls in less than 6 minutes (City of National City 2011). Based on the existing adequate response time the project would not result in a significant increase in demand in police calls and required police response. Therefore, the project would not require the construction or alteration of any police facilities.

c. Schools

The project would construct a CarMax facility on an undeveloped parcel and would not construct any housing. Therefore, the project would not generate any new student enrollment and would not require new or expanded school facilities.

d. Parks/Recreational Facilities

The project would construct a CarMax facility on an undeveloped parcel and would not construct any housing. Therefore, the project would not result in a substantial increase in the use of parks that would accelerate their physical deterioration nor does the project include the construction of any park facilities that would result in physical impacts.

Although project development would result in the loss of several dirt paths on the property which are informally used for recreation, these are not officially designated trails identified in the National City General Plan or any other planning document. The existing General Plan Designation and Zoning of the project site are Major Mixed-Use and Major Mixed-Use District (MXD-2) respectively, which are not intended for recreational use.

The project would not affect the existing concrete bike path located atop the levee on the southern project boundary separating the project site from the Sweetwater Regional Park. Additionally, as part of the agreement between the City and the County, the City will maintain a 5-foot landscape buffer on the north side of the bike path. Similarly, implementation of the project would not encroach into the Sweetwater Regional Park, and therefore, would not impact the park or nearby segment of the Sweetwater Loop and River Trail (see Figure 3-1).

Furthermore, requirements of the Purchase Agreement to sell the property to CarMax for project development would improve local park and recreation facilities. Specifically, upon sale of the open space easement to the City, the County of San Diego would be required to use the proceeds from the sale for enhancements, expansion, and/or improvements to the Sweetwater Regional Park, including bicycle/recreational trails adjacent to the park and within one mile of the park. Therefore, implementation of the project would not significantly impact any existing park and recreation facilities.

e. Other Public Facilities

The project would construct a CarMax facility on an undeveloped parcel and would not construct any housing. Therefore, the project would generate any new population and would not require new or expanded public facilities such as libraries.

4.13.3.2 Significance of Impacts

a. Fire Protection/Emergency Medical Services

The project would not require any new or physically altered fire or emergency medical facilities, and impacts would be less than significant.

b. Police Protection

The project would not require any new or physically altered police facilities, and impacts would be less than significant.

c. Schools

The project would construct a CarMax facility on an undeveloped parcel and would not generate any new student enrollment and would not require new or expanded school facilities. No impact would occur.

d. Parks/Recreational Facilities

The project would not affect any adjacent recreation facilities. The project would not result in a substantial increase in the use of parks that would accelerate their physical deterioration, nor would the project include the construction of any park facilities that would result in physical impacts. Therefore, impacts would be less than significant.

e. Other Public Facilities

The project would construct a CarMax facility on an undeveloped parcel and would not generate any new population and would not require new or expanded public facilities such as libraries. No impact would occur.

4.13.3.3 Mitigation

a. Fire Protection/Emergency Medical Services

Impacts would be less than significant. No mitigation is required.

b. Police Protection

Impacts would be less than significant. No mitigation is required.

c. Schools

No impact would occur. No mitigation is required.

d. Parks/Recreational Facilities

Impacts would be less than significant. No mitigation is required.

e. Other Public Facilities

No impact would occur. No mitigation is required.

4.14 Transportation

This section analyzes project impacts related to transportation based on review of the following technical document included as an appendix to the environmental impact report (EIR):

- Vehicle Miles Traveled Screen-line Analysis for the proposed CarMax Auto Sales Dealership on Plaza Bonita Road in National City, California, prepared by LOS Engineering, Inc., dated September 30, 2020 (Appendix M).

4.14.1 Existing Conditions

4.14.1.1 Regulatory Setting

California Office of Planning and Research Transportation Technical Advisory on Evaluating Transportation Impacts in CEQA

The Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Transportation Technical Advisory; OPR 2018) to provide advice and recommendations regarding assessment of Vehicle Miles Traveled (VMT), Specifically, the document provides technical information on how to assess VMT as part of a transportation impacts analysis under CEQA including suggestions to lead agencies regarding thresholds for determining significance and "screening thresholds" for land use projects. The OPR Transportation Technical Advisory provides the following guidance regarding retail development that would apply to the project:

> By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact.
>
> Many cities and counties define local-serving and regional-serving retail in their zoning codes. Lead agencies may refer to those local definitions when available, but should also consider any project-specific information, such as market studies or economic impacts analyses that might bear on customers' travel behavior. Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should

undertake an analysis to determine whether the project might increase or decrease VMT.

4.14.1.2 Existing Circulation System

a. Circulation Network

Existing roadway intersections within the project's circulation network include the following:

1) Sweetwater Road/Interstate 805 (I-805) SB Ramp/Euclid Avenue
2) Sweetwater Road/I-805 NB Ramps
3) Sweetwater Road/Plaza Bonita Road/Stockman Street
4) Plaza Bonita Road/Plaza Bonita North Driveway
5) Plaza Bonita Road/Proposed Project North Driveway
6) Plaza Bonita Road/Proposed Project South Driveway
7) Plaza Bonita Road/Plaza Bonita NE Driveway
8) Plaza Bonita Road/Bonita Mesa Road
9) Plaza Bonita Road/Bonita Road

Brief descriptions of the roadways surrounding the project site are provided below.

Sweetwater Road between Euclid Avenue and Calmoor Street is classified as an "Arterial" in the National City General Plan, adopted June 7, 2011. Sweetwater Road between Euclid Avenue and Calmoor Street is constructed as a 4-lane roadway with a combination of a center two-way left-turn lane, intermittent left-turn lanes, and in some places a painted double yellow median. The posted speed limit is 45 miles per hour (mph) between I-805 and Plaza Bonita Road. Parking is generally not permitted along this roadway.

Plaza Bonita Road between Sweetwater Road and Bonita Road is classified as an "Arterial" in the National City General Plan, adopted June 7, 2011. This portion of Plaza Bonita Road is constructed as a 4-lane roadway with a combination of intermittent left-turn lanes, a raised median and a painted double yellow median. The posted speed limit is 40 mph between Sweetwater Road and Bonita Mesa Road and 45 mph from Bonita Mesa Road to Bonita Road. Parking is generally not permitted along this roadway. Bike lanes are either provided along portions of Plaza Bonita Road or on a bike trail just west of Plaza Bonita Road.

b. Active Transportation

The Metropolitan Transit System provides bus services near the project site with routes 705, 961, and 963. Bus routes 961 and 963 serve bus stops at the intersection of Sweetwater Road and Plaza Bonita Road, which is located approximately 1,300 feet from the center of the project site. Bus route 705 serves a bus stop on the east side of the Westfield Plaza Bonita Mall, which is about 2,900 feet from the center of the project site.

A segment of the Class I Sweetwater River Bikeway is located along the project's southern boundary. The easternmost portion of this segment runs parallel along the project's southernmost boundary with Plaza Bonita Road, and then transitions into a concrete path that crosses the southeastern portion of the project parcel. The remainder of this segment then continues west along the project's southern boundary as a concrete path atop the levee separating the project site from the Sweetwater Regional Park. Another concrete path beginning at the Plaza Bonita Road edge of pavement traverses the southeastern portion of the project parcel and connects to the Class I Sweetwater River Bikeway.

4.14.2 Significance Determination Thresholds

Thresholds used to evaluate impacts to transportation and circulation are based on applicable criteria in the CEQA Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact could occur if the project would:

1) Conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);

3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

4) Result in inadequate emergency access.

4.14.3 Issue 1: Circulation System

Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

4.14.3.1 Impact Analysis

a. Circulation Network

Relocation of the sewer line that traverses the project site into Plaza Bonita Road would temporarily affect traffic operations. However, the project would implement a traffic control plan to maintain one lane of traffic in each direction on Plaza Bonita Road during relocation of the sewer line. Plaza Bonita Road would be restored to existing conditions once the relocation is complete.

As described in Section 4.2.3.1, the 15.08-acre project parcel could generate approximately 3,016 to 30,160 daily trips if it were developed consistent with the existing Major Mixed-Use land use designation. Based on a trip rate of 50 trips per 1,000 square feet (SANDAG 2002), the 18,774-square-foot CarMax facility would generate 939 daily trips, which would be less than what would be generated by a project consistent with existing land use designation. Consequently, the proposed General Plan Amendment and Rezone would

result in a less intensive use compared to the existing land use designation that was evaluated in the City's General Plan. Therefore, the proposed CarMax facility would generate fewer vehicle trips at the project site than was originally anticipated in the City's General Plan Circulation Element roadway network.

b. Active Transportation

As described in Section 4.14.1.b, MTS bus routes 961 and 963 serve bus stops at the intersection of Sweetwater Road and Plaza Bonita Road located approximately 1,300 feet from the center of the project site, while MTS bus route 705 serves a bus stop on the east side of the Westfield Plaza Bonita Mall located approximately 2,900 feet from the center of the project site. Implementation of the project would not include any off-site improvements that would impact any of these bus stops. Additionally, implementation of the project would not impact the existing segment of the Class I Sweetwater River Bikeway, or the concrete path that connects this bikeway to Plaza Bonita Road, located in the southeastern portion of the project parcel.

4.14.3.2 Significance of Impacts

The proposed CarMax facility would generate fewer vehicle trips than was originally anticipated in the City's General Plan Circulation Element roadway network. Similarly, the project would not impact any transit, bicycle, or pedestrian facilities. Therefore, the project would not conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and impacts would be less than significant.

4.14.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.14.4 Issue 2: VMT Analysis

Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

4.14.4.1 Impacts

OPR has identified VMT as the CEQA metric to evaluate a project's transportation impacts. The VMT metric became officially required for implementation on July 1, 2020. As described in Section 4.14.1.1.b, the OPR Transportation Technical Advisory states that "local-serving retail development tends to shorten trips and reduce VMT." Therefore, "lead agencies generally may presume such development creates a less-than-significant transportation impact" (OPR 2018). The OPR Transportation Technical Advisory states that retail projects that are 50,000 square feet or greater "might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT" (OPR 2018). The project would introduce 18,774

square feet of retail development that would provide additional local opportunities for the purchase motor vehicles. Therefore, the project can be presumed to result in less than significant impacts related to VMT per guidance from the OPR Transportation Technical Advisory, and a detailed VMT analysis is not required.

4.14.4.2 Significance of Impacts

Per guidance from the OPR Transportation Technical Advisory, impacts related to VMT are presumed to be less than significant, and a detailed VMT analysis is not required. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and impacts would be less than significant.

4.14.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.14.5 Issue 3: Hazards Due to a Design Feature

Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

4.14.5.1 Impacts

As described in Section 4.14.3.1 above, the project would implement a traffic control plan to maintain one lane of traffic in each direction on Plaza Bonita Road during relocation of the sewer line. Plaza Bonita Road would be restored to existing conditions once the relocation is complete. The project does not include any features that would substantially increase hazards. No off-site improvements are proposed that would change the design or alignment of existing area roadways. Changes to the existing circulation system would be limited to two new public access driveways and restricted access driveway connecting the project site to Plaza Bonita Road. All three driveways would be designed consistent with applicable safety standards and would not introduce any safety hazards.

4.14.5.2 Significance of Impacts

The project does not include any design features or incompatible uses that would increase hazards, and impacts would be less than significant.

4.14.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.14.6 Issue 4: Emergency Access

Would the project result in inadequate emergency access?

4.14.6.1 Impacts

As described in Section 4.14.3.1 above, the project would implement a traffic control plan to maintain one lane of traffic in each direction on Plaza Bonita Road during relocation of the sewer line. Plaza Bonita Road would be restored to existing conditions once the relocation is complete. Permanent changes to the existing circulation system would be limited to two new public access driveways and one restricted access driveway connecting to the project site to Plaza Bonita Road that would not physically interfere with emergency access. Similarly, the Vehicle Miles Traveled Screen-line Analysis determined that the project can be presumed to result in less than significant impacts related to VMT per guidance from the OPR Transportation Technical Advisory. Therefore, the project would not generate traffic congestion that could delay emergency access. Furthermore, the project would be subject to review by the National City Fire Department to ensure compliance with applicable safety standards (see Section 4.8.8.1).

4.14.6.2 Significance of Impacts

The project would not result in inadequate emergency access, and impacts would be less than significant.

4.14.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.15 Utilities and Service Systems

Utilities and service systems provide wastewater, storm water, water, and solid waste and recycling services, and are discussed below. The following provides a discussion of these utility and service systems facilities as they relate to the project.

4.15.1 Existing Conditions

4.15.1.1 Wastewater

Wastewater service would be provided by the City of San Diego. The City of San Diego Public Utilities Department collects, treats, and disposes of nearly 180 million gallons of sewage every day. The Metropolitan Sewerage Sub-System treats the wastewater from the City of San Diego and 15 other cities and districts (called Participating Agencies) from a 450-square-mile area with a population of over 2.2 million. Wastewater collected within National City (City) is transferred to and treated at the Point Loma Wastewater Treatment Plant (PLWTP), which treats approximately 175 million gallons per day (mgd) of wastewater generated by more than 2.2 million residents within the 450-square-mile area that it serves. Additionally, the PLWTP has an even larger treatment capacity of 240 mgd. Treated effluent from the PLWTP is discharged to the Pacific Ocean through the 4.5-mile-long Ocean Outfall off Point Loma (City of National City 2011a).

The PLWTP is operated by the Metro Wastewater Joint Powers Authority (JPA), which consists of 12 municipalities and special districts, including the cities of Chula Vista, Coronado, Del Mar, El Cajon, Imperial Beach, La Mesa, National City, and Poway; the Lemon Grove Sanitation District; the Padre Dam Municipal and Otay Water Districts; and the County of San Diego (on behalf of the Winter Gardens Sewer Maintenance District, and the Alpine, Lakeside, and Spring Valley Sanitation Districts).

The City has prepared a Sewer System Management Plan (SSMP) that establishes existing flow rates, identifies potential problems, and provides guidance for future improvement and expansion of the City's sewer system (Infrastructure Engineering Corporation 2011). The SSMP determined that the City had an existing average dry weather flow of 4.22 mgd that is anticipated to increase to 6.57 mgd by 2029, representing an increase of 56 percent. Since the existing wastewater collection system would be unable to accommodate this projected growth, the SSMP determined that 260 existing gravity mains would require upsizing to meet future City needs (Infrastructure Engineering Corporation 2011).

4.15.1.2 Storm Water

The Wastewater Division of the City's Public Works Department maintains approximately 45 miles of closed storm water collection systems. Storm drains within the City are designed only to carry storm water and typically are not equipped with filters or cleaning systems. Consequently, polluted urban runoff containing toxins harmful to fish, marine mammals, and other aquatic life flows directly into local flood control channels and eventually into the San Diego Bay.

The project site is located adjacent to the Sweetwater River, and approximately 3.22 square miles of contributing area drains to the project site before discharging into the Sweetwater River. Based solely on topography, surface runoff generated on the project site flows towards the lower elevations in the southwestern portions of the property through an unnamed creek with two channels. These two channels converge together in the southwestern portion of the project site and then continue on to a storm drain that outlets to the Sweetwater River at the southwestern corner of the property, which then travels to the San Diego Bay. The project site and Sweetwater River are separated by a concrete levee that acts as an impoundment barrier which causes the project site to pond. The berm is undercrossed by a 48-inch pipe, and during the occurrence of very large storm events, the ponding overtops the levee to drain into the Sweetwater River.

Urban water runoff is a significant issue for the San Diego Bay and the County at large. In order to address this issue, the City has adopted its own Best Management Practice (BMP) Design Manual (City of National City 2016). The City has also prepared a Jurisdictional Runoff Management Program (JRMP; 2020) that provides guidance for improving water quality in the San Diego Bay and the City's rivers and creeks by reducing discharges of pollutants to the municipal separate storm sewer system (MS4). The JRMP presents an integrated programmatic approach to reducing the discharge of pollutants from the MS4 to the maximum extent practicable standard, effectively prohibit non-storm water discharges, and protect and improve the quality of water bodies in the City. The JRMP describes operational programs and activities developed to meet the requirements of MS4 Permit. Additionally, a Watershed Urban Runoff Management Program (WURMP) has been actively implemented in the San Diego Bay Watershed Management Area since January 2002, of which the City has been a collaborative partner with the Port of San Diego, who is the lead jurisdiction (City of National City 2011a).

4.15.1.3 Water

a. Water Supply

Water services would be provided to the project site by the Sweetwater Authority, which is a Joint Powers Authority (JPA) formed by the City and the South Bay Irrigation District (SBID) in order to deliver water to the service areas of both agencies. The City and the SBID are two of the 24 member agencies of the San Diego County Water Authority (SCDWA). The Sweetwater Authority provides water service to the entire National City Planning Area, as well as the western and central portions of Chula Vista and the

unincorporated San Diego County community of Bonita. Sweetwater Authority's service area covers 36.5 square miles and provides water service to approximately 188,000 people through approximately 33,000 service connections. In order to evaluate their ability to provide water services in the future to their customers, the Sweetwater Authority prepared an Urban Water Management Plan that is incorporated by reference (Sweetwater Authority 2015).

The Sweetwater Authority utilizes a variety of water sources, including local groundwater, a brackish groundwater desalination facility, local surface water, and water purchased from the San Diego County Water Authority. Between 2003 and 2015, approximately 44 percent of water provided to the Sweetwater's service area came from local sources, while the remaining 56 percent of water was purchased from the San Diego County Water Authority. The mix of local and purchased water fluctuates each year based on local rainfall patterns. For example, local surface water accounted for approximately 61 percent of Sweetwater Authority water supplies in 2012, while no local surface water was available for the Sweetwater Authority in 2015 due to ongoing, persistent drought conditions.

In a normal water year, the Sweetwater Authority estimates that 7,400 acre-feet of local surface water would be available and would represent approximately 31 percent of total water supplies. In a normal water year it is estimated that The Sweetwater Authority also estimates that National City wells would provide 2,100 acre-feet of water (9 percent) and Sweetwater's Desalination Facility would provide 6,200 acre-feet of water (26 percent) in a normal year. The remaining water supplies for the service area would be purchased from the San Diego County Water Authority (34 percent) in a normal water year.

The Sweetwater Authority has also implemented water conservation and demand management strategies in order to achieve and maintain water use efficiency goals. Sweetwater Authority conservation program objectives include:

- Eliminate wasteful practices in water use;
- Continue to develop information on both current and potential water conservation practices;
- Ongoing, timely implementation of conservation practices; and
- Public information and education activities to spread knowledge of efficient water use techniques and devices.

Similarly, the Sweetwater Authority has developed a four-level drought response plan for use during emergency conditions, such as drought or catastrophic interruptions. The drought response plan would allow for water use cutbacks up to 40 percent or more and established an allocation method for rationing water during drought levels. The plan was updated in 2015 to reflect recent drought conditions and associated restrictions that have been implemented. Based on projected future water source availability and water conservation and drought response measures, the Sweetwater Authority's Urban Water Management Plan (UWMP) determined that the agency would be capable of providing adequate water supply to its customers during a multiple dry year scenario.

b. Water Facilities

The Sweetwater Authority owns and operates two surface water reservoirs. Sweetwater Reservoir, located approximately 4.2 miles northeast of the project site, has an approximate capacity of 28,079 acre-feet, and Loveland Reservoir, located approximately 18.0 miles northeast of the project site, has an approximate capacity of 25,387 acre-feet. The Sweetwater Authority water system also includes 20 storage tanks with a capacity to store approximately 43.5 million gallons of treated water, including a major underground reservoir with a capacity of 18 million gallons. The Sweetwater Authority water system utilizes 23 pumping stations, with a total pumping capacity of approximately 36,000 gallons per minute (gpm) from all distribution pumping sources. Pipelines distributing water throughout the service area range in size from 2 to 48 inches, with a collective length of approximately 388 miles. The Sweetwater Authority distributes water to its customers through a distribution system consisting of approximately 387 miles of pipelines with an aqueduct connection capacity of 64 cubic feet per second (cfs) (Sweetwater Authority 2013). An existing water transmission main traverses the project site.

4.15.1.4 Electric Power, Natural Gas, and Telecommunications

San Diego Gas & Electric (SDG&E) would provide electricity and natural gas to the project. Telecommunications for the project would be served by existing facilities.

4.15.1.5 Solid Waste

Solid Waste Disposal in National City is overseen by the Regional Solid Waste Association (RSWA), which is a JPA consisting of the seven-member municipalities of Del Mar, Encinitas, Escondido, National City, Poway, Solana Beach, and Vista. The RSWA's primary purpose "is to provide stable, long-term, environmentally responsible, cost effective options for all aspects of solid waste disposal including recyclables and hazardous waste" (RSWA 2016). RSWA has a contractual agreement with the EDCO Disposal Corporation (EDCO), which collects solid waste within National City and transports it to the EDCO Recovery and Transfer Station in Barrio Logan. Once the materials are sorted, non-recyclable materials are taken to the Otay Landfill in Chula Vista for ultimate disposal. Otay Landfill is currently permitted to receive up to 6,700 tons of waste per day and is permitted to operate through 2030. As of 2016, the landfill had a remaining capacity of 21,194,008 cubic yards (California Department of Resources Recycling and Recovery 2016). The Conservation and Sustainability Element of the City's General Plan includes policies promoting waste reduction and re-use, and the City tracks their progress towards this goal with a measurement called the "diversion rate." The Conservation and Sustainability Element of the City's General Plan documented that City's diversion rate was calculated at 53 percent in 2006, which was about the statewide average (City of National City 2011a).

4.15.2 Significance Determination Thresholds

Thresholds used to evaluate impacts related to utilities and service systems are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines

(California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;

2) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;

3) 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;

4) 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; or

5) Comply with federal, state, or local management and reduction statutes and regulations related to solid waste.

4.15.3 Issues 1, 2, and 3: Utilities

Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Would the project 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?

4.15.3.1 Impact Analysis

a. Wastewater Facilities

As described in Section 4.15.1.1, sewer service for the project would be provided by the City of San Diego. The project would connect to existing underground sewer pipelines. As detailed in the Project Description (Section 3.2.6.3) of this EIR, the project would likely relocate the City of San Diego's 45-year-old vitrified clay sewer line that runs beneath the project site. Depending on the ultimate configuration of the line and final City requirements, portions of the line may be replaced and portions of the line under the

proposed channel may be encased in concrete. All sewer line improvements and relocations would occur within the project footprint analyzed in this environmental document.

Wastewater generated by the project would be transferred for treatment to the PLWTP, which currently treats approximately 175 mgd of wastewater. However, the PLWTP has a larger treatment capacity of 240 mgd, which indicates that the facility has adequate sewer capacity to treat flows generated by the project. As a result, the wastewater treatment provider has adequate capacity to serve the project's demand in addition to the provider's existing commitments.

The project would relocate an existing underground sewer pipeline that crosses the project site into the centerline of Plaza Bonita Road. Relocation of the wastewater pipeline would occur within the project footprint analyzed in this Draft EIR and the fully developed Plaza Bonita roadway that does not possess any environmental resources. Therefore, relocation of the sewer line would not result in any environmental impacts that have not been evaluated in this Draft EIR. Wastewater would be treated at the PLWTP facility prior to discharge into the Pacific Ocean. Therefore, the PLWTP would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, and the project would not require construction of new wastewater treatment facilities that would have the potential to result in significant environmental impacts.

b. Storm Water

Construction of the project would convert substantial portions of the existing unnamed creek to pervious surfaces that would impact the existing drainage pattern that conveys storm water to the Sweetwater River. However, the project would recontour and redirect approximately 2,012 linear feet of the unnamed creek by constructing a 4.39-acre earthen channel that would traverse the northwestern boundary of the project site. This earthen channel would preserve the existing drainage pattern where feasible and connect to the existing storm drain which outlets to the Sweetwater River to convey storm water to the San Diego Bay. The project would also construct a storm water conveyance system that would consist of a modular wetland system, underground storage system, green street vegetated swale, and conveyance pipes that would collect storm water and manage flowrates. These storm water facilities would be located within the project footprint. Therefore, potential impacts associated with construction of these storm water facilities have been evaluated throughout this Draft EIR.

As described in Section 4.9.3.1, the proposed conveyance system would reduce the overall stormwater peak flow of the unnamed creek from 1,390.4 cfs in the existing condition to 1,389.7 cfs in the post-project condition. Although the post-project runoff volume would slightly increase from 380.7 acre-feet (ac-ft) in the existing condition to 382.0 ac-ft in the post-project condition during a 24-hour/100-year storm event, this increase would represent less than one percent of water volume under existing conditions, and water would overtop the existing levee separating the project site from the Sweetwater River in the same manner as it currently does under existing conditions (see Appendix J). Furthermore, potential modifications to any system draining to the proposed earthen channel that would

be impacted by the small water surface elevation increment caused by the channelization of the unnamed creek would be limited to the existing outlet structure and would not impact any natural environmental resources. Therefore, the project would not require construction of new storm water drainage facilities that would have the potential to result in significant environmental impacts.

c. Water Supply and Facilities

The project would connect to the existing water pipeline that crosses the northeastern portion of the project site. Connection to this existing water line would occur entirely within the project footprint evaluated throughout this Draft EIR. As described in Section 4.15.1.1, the Sweetwater Authority UWMP determined that the agency would be capable of providing adequate water supply to its customers during a multiple dry year scenario through 2040. Water use assumptions are generally based on water use estimates of allowable land uses according to the General Plan and zoning in place at the time of preparation of the UWMP. The project includes a General Plan Amendment and Rezone that would change the existing land use designation and zoning of the CarMax facility portion of the project parcel from the Major Mixed-Use designation and the Major Mixed-Use District (MXD-2) zone to the Service Commercial land use designation and zone. The proposed General Plan Amendment and Rezone would also change the existing land use designation and zoning of the earthen channel portion of the project parcel and the Offsite Area from the Major Mixed-Use designation and the MXD-2 zone to the Open Space land use designation and zone. Both the Service Commercial land use designation and zone and the Open Space land use designation and zone would result in less intensive land uses in terms of water demand compared to the existing General Plan and zoning designations. For example, under the Major Mixed-Use designation and the MXD-2 zone, a mixed-use project with commercial and multi-family residential development could be permitted that would result in greater water demand compared to the proposed CarMax facility. Therefore, water demand for the project would be less than what was anticipated for the project site in the Sweetwater Authority UWMP, including under drought conditions. Therefore, the project would not require new or expanded sources of water supply and would not require the relocation or construction of any new water facilities which could cause significant environmental impacts.

d. Electric Power, Natural Gas, and Telecommunications

The project would connect to existing facilities for electric power and natural gas through SDG&E. Telecommunications for the project would be served by existing facilities. The proposed General Plan Amendment and Rezone would result in a less intensive use compared to what could be developed at the project site under the existing land use and zoning designations. Therefore, the proposed CarMax facility would not consume additional electric power and natural gas or require additional telecommunication services beyond what has been anticipated by regional growth projections.

4.15.3.2 Significance of Impacts

a. Wastewater

Relocation of the existing sewer line would occur entirely within the project footprint evaluated throughout this Draft EIR and the fully developed Plaza Bonita roadway that does not possess any environmental resources. The PLWTP would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore, the project would not require construction of new wastewater treatment facilities that could cause environmental effects, impacts would be less than significant.

b. Storm Water

Project storm water facilities would be located within the project footprint evaluated throughout this Draft EIR or the existing outlet structure of a system draining to the proposed earthen channel. The project would not require the relocation or construction of any new off-site storm water drainage facilities that could cause environmental effects, and impacts would be less than significant.

c. Water Facilities

The project would not require new or expanded sources of water supply and would not require the relocation or construction of any new water facilities that could cause environmental effects, and impacts would be less than significant.

d. Electric Power, Natural Gas, and Telecommunications

The project would not require the construction of new electric power, natural gas, or telecommunications facilities that could cause environmental effects, and impacts would be less than significant.

4.15.3.3 Mitigation

a. Wastewater

Impacts would be less than significant. No mitigation is required.

b. Storm Water

Impacts would be less than significant. No mitigation is required.

c. Water Facilities

Impacts would be less than significant. No mitigation is required.

d. Electric Power, Natural Gas, and Telecommunications

Impacts would be less than significant. No mitigation is required.

4.15.4 Issues 4 and 5: Solid Waste

Would the project 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?

Would the project comply with federal, state, or local management and reduction statutes and regulations related to solid waste?

4.15.4.1 Impact Analysis

Construction and operation of the project would generate waste requiring disposal. The project site is currently undeveloped with the exception of some water supply wells, which would be removed during construction. Consequently, construction of the project would not require demolition of any permanent buildings, concrete, or asphalt that would generate a substantial amount of waste. Recycling would be conducted during construction, and project design would include recycling bins and dedicated trash enclosures which would be serviced by EDCO. In addition, the project would comply with all applicable regulations pertaining to solid waste during both the construction and operational phases of the project.

Solid waste that is not recycled would be hauled to the Otay Landfill. As described in Section 4.15.1.3, the Otay Landfill has a remaining capacity of 21,194,008 cubic yards and is permitted to operate through 2030. Therefore, the remaining capacity of the Otay Landfill would be adequate to serve the project's solid waste disposal needs.

4.15.4.2 Significance of Impacts

The project would comply with applicable waste reduction measures, and the Otay Landfill has adequate capacity to accommodate waste generated by the project. Therefore, the project would not generate solid waste that would exceed the capacity of local infrastructure or conflict with federal, state, or local management and reduction statutes and regulations, and impacts related to solid waste would be less than significant.

4.15.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16 Wildfire

This section describes potential impacts associated with wildfire.

4.16.1 Existing Conditions

4.16.1.1 Environmental Setting

As described in Section 4.8.1.1.c, the project site is located within the southeastern portion of the City of National City's (City's) planning area, which has been identified as having a high fire level risk in the City's General Plan (2011a). This elevated fire risk is due to the presence of the Sweetwater Regional Park on the project's southern boundary, which possesses a large amount of native vegetation that could serve as fuel during a wildfire.

4.16.1.2 Regulatory Framework

a. Fire Code

As described in Section 4.8.1.2.b, the City has adopted the 2019 California Fire Code into the City's Municipal Code, "for the purpose of prescribing regulations governing conditions hazardous to life and property from fire, hazardous materials or explosion and establishing a fire prevention bureau" (City of National City 2020a). Some specific changes and variations to the 2019 California Fire Code were adopted by the City Council in order to address the City's local climate, geographical, and topographical conditions, primarily related to the age and concentration of structures and associated risk of potential conflagration spread. Prior to receiving project approval, the project proponent must submit project plans to the National City Fire Department for review by the Fire Marshal to ensure consistency with the adopted and amended 2019 California Fire Code.

b. Emergency Response

As described in Section 4.8.1.2.c, the City updated and adopted the Emergency Operations Plan in May 2010, which provides a comprehensive emergency management system to implement in response to natural disasters, technological incidents, and nuclear-related incidents. The Emergency Operations Plan specifies overall responsibilities for protecting life and property, provides measures for assuring the overall wellbeing of the City's population, and identifies potential sources of outside support from other jurisdictions and the private sector (City of National City 2011a).

4.16.2 Significance Determination Thresholds

Thresholds used to evaluate impacts associated with hazards and hazardous materials are based on applicable criteria in the California Environmental Quality Act (CEQA) Guidelines (California Code of Regulations Sections 15000-15387), Appendix G. A significant impact would occur if the project would:

1) Substantially impair an adopted emergency response plan or emergency evacuation plan;

2) 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;

3) 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; or

4) 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.

4.16.3 Issue 1: Emergency Response Plans

Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

4.16.3.1 Impact Analysis

Relocation of the sewer line that traverses the project site into Plaza Bonita Road would temporarily affect traffic operations. However, the project would implement a traffic control plan to maintain one lane of traffic in each direction on Plaza Bonita Road during relocation of the sewer line. Plaza Bonita Road would be restored to existing conditions once the relocation is complete. Permanent changes to the existing circulation system would be limited to two new public driveways and one private driveway connecting the project site to Plaza Bonita Road that would not physically interfere with emergency evacuation. Similarly, the Vehicle Miles Traveled Screen-line Analysis determined that the project can be presumed to result in less than significant impacts related to VMT per guidance from the OPR Transportation Technical Advisory. Consequently, the project would not generate traffic congestion that could delay emergency evacuation. Therefore, the project would not interfere with any emergency evacuation routes identified in the City's Emergency Operations Plan.

4.16.3.2 Significance of Impacts

The project would not impair implementation of, or physically interfere with, emergency response plans or emergency evacuation plans, and impacts would be less than significant.

4.16.3.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16.4 Issue 2: Pollutants from Wildfire

Would the project, 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?

4.16.4.1 Impact Analysis

The project site is located upslope from the Sweetwater River. The project site and Sweetwater River are separated by a concrete levee that would not be affected by the project. Construction of the earthen channel would require grading earthwork within Caltrans right-of-way along the slope adjacent to State Route 54. Revegetation of this slope would not introduce plants that would exacerbate fire risk.

As described in Section 4.8.8.1, project plans would be reviewed by the Fire Marshal to ensure consistency with the adopted and amended 2019 California Fire Code. Project design would provide emergency access within staging and display areas of the CarMax facility that would be reviewed by the National City Fire Department to ensure compliance with applicable fire codes and emergency access requirements. Upon final approval of the plans by the Fire Marshal, a Fire Department Permit would be issued and the Fire Marshal would conduct an inspection of the project site. Construction of the proposed project shall not commence without issuance of a Fire Department Permit.

4.16.4.2 Significance of Impacts

Adherence to National City Fire Department requirements would ensure fire safety. Therefore, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; impacts would be less than significant.

4.16.4.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16.5 Issue 3: Infrastructure

Would the project 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?

4.16.5.1 Impact Analysis

As described in Section 4.15.3.1, the project would not require the installation or maintenance of any wastewater, storm water, water supply, or other utilities. The proposed earthen channel would qualify as wetlands and would not include dry vegetation that could pose a fire risk. Additionally, project plans would be reviewed by the Fire Marshal to ensure consistency with the adopted and amended 2019 California Fire Code.

4.16.5.2 Significance of Impacts

The project would not 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, and impacts would be less than significant.

4.16.5.3 Mitigation

Impacts would be less than significant. No mitigation is required.

4.16.6 Issue 4: Flooding or Landslides

Would the project 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?

4.16.6.1 Impact Analysis

As described in Section 4.9.5.1, the proposed 4.39-acre earthen channel would preserve the existing drainage pattern where feasible and connect to the existing storm drain which outlets to the Sweetwater River to convey storm water to the San Diego Bay. The project would also include a modular wetland system with underground detention and green street vegetated swale that would adequately convey runoff from the project site to the Sweetwater River in a manner in which would result in flooding on- or off-site.

As described in Section 4.9.6.1, the project would increase the elevations of all portions of the project site that would be utilized for the CarMax facility out of the 100-year floodplain. The only portions of the project parcel that would remain within the 100-year floodplain would be associated with the earthen channel that would connect to the existing storm drain which outlets to the Sweetwater River. Review of the Safety Element of the General Plan also determined that the western portion of the project site is located within the dam

inundation zone associated with the Sweetwater Reservoir. The portion of the project site within the dam inundation zone is nearly identical to that within the 100-year floodplain. Therefore, the proposed elevation increases that would raise those portions of the project site out of the 100-year floodplain would also raise the structure out of the dam inundation zone. Therefore, the project would not be subject to downstream flooding.

As described in Section 4.6.3.1.c, the project site is relatively flat and surrounded by land with similar elevations that do not include any mountains, hillsides, or other elevated land features. Furthermore, review of the National City General Plan determined that the project site is not located within an area identified as having soil slip susceptibility. Grading earthwork within Caltrans right-of-way along the slope adjacent to State Route 54 would increase the stability of the slope by decreasing the steepness and increasing the vegetative cover. Therefore, the project would not be subject to downslope landslides.

4.16.6.2 Significance of Impacts

The project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant.

4.16.6.3 Mitigation

Impacts would be less than significant. No mitigation is required.

Chapter 5
Significant Unavoidable Environmental Effects/Irreversible Changes

California Environmental Quality Act (CEQA) Guidelines Section 15126.2(b) and (c) require that the significant unavoidable impacts of the project, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in the Environmental Impact Report (EIR).

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the EIR. As discussed throughout Chapter 4.0 and in Chapter 7.0 of this EIR, the project would not result in a significant direct or cumulative impact that cannot be avoided. All significant impacts resulting from project implementation can be reduced to below a level of significance with the mitigation measures identified in Chapter 4.0 and in the Mitigation Monitoring and Reporting Program (Chapter 10.0).

5.2 Irreversible Environmental Changes Which Would Result if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2(c):

> Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from

> environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

Non-renewable resources generally include agricultural land; biological, archaeological and paleontological resources; mineral deposits; water bodies; and some energy sources. As evaluated in Chapter 8.0 of this EIR, implementation of the project would not result in significant irreversible impacts to agricultural or mineral resources.

The project would result in significant impacts to sensitive habitats, including habitat that supports yellow-breasted chat, yellow warbler, and nesting birds. Temporary impacts to wildlife due to habitat loss would be mitigated through revegetation with native species consisting of a mix of native wetland, riparian, and upland habitats identified in Table 4.3-4 (BIO-1). Impacts to nesting success of sensitive birds would be mitigated through conditions of project approval that require seasonal restrictions and/or pre-construction nesting surveys (BIO-2). The project would also impact jurisdictional waters and wetlands covered under the authority of the U.S. Army Corps of Engineers (waters of the U.S.), California Department of Fish and Wildlife CDFW (waters of the State), and Regional Water Quality Control Board (waters of the State). The project would mitigate impacts to jurisdictional wetlands and waters by constructing a 4.39-acre earthen channel that would traverse the northwestern boundary of the project site and connect to the existing storm drain that outlets to the Sweetwater River. This earthen channel would recontour and redirect approximately 2,012 linear feet of the unnamed creek, preserve the existing drainage pattern and jurisdictional wetlands and waters resources where feasible, and mitigate temporary and permanent impacts through compensatory mitigation (BIO-3). Therefore, implementation of mitigation measures BIO-1 through BIO-3 would reduce impacts to a level less than significant.

The project could result in significant impacts to cultural and paleontological resources by inadvertently unearthing archaeological or tribal cultural resources, human remains, or paleontological resources during construction. However, implementation of mitigation measure CUL-1 would reduce impacts to archaeological or tribal cultural resources to a level less than significant. Similarly, adherence to applicable regulatory procedures summarized in mitigation measure CUL-1 would reduce impacts associated with discovery of unknown human remains during construction to a level less than significant. Implementation of mitigation measure PAL-1 would reduce impacts on paleontological resources to a level less than significant.

Implementation of the project would require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction and operational lighting, heating, cooling, and transportation uses.

To minimize the use of energy, water, and other natural resources, the project would incorporate sustainable building practices into the project design. As described in Section 3.2.7 of this EIR, design considerations that would utilize recycling and reduce water and energy use have been incorporated into the project design and may serve to reduce irreversible energy and water consumption associated with operation of the project.

Chapter 6
Growth Inducement

The California Environmental Quality Act (CEQA) Guidelines Section 15126.2(d) requires that an Environmental Impact Report (EIR):

> Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included are projects which would remove obstacles to population growth (for example, a major expansion of a waste water treatment plant might allow for more construction in service areas). Increases in the population might tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

6.1 Population and Growth Projections

According to San Diego Association of Governments, the population of the City was estimated to be 62,257 persons with an average household size of 3.51 persons in 2018 (SANDAG 2019). The City has 16,905 housing units, consisting primarily of a mix of detached single-family, multiple-unit single-family, and multi-family units.

The project would construct a CarMax facility on an undeveloped parcel and does not propose to construct any housing. Therefore, the project would not alter the planned location, distribution, or growth of the human population in the area either directly or indirectly. No impact would occur.

6.2 Public Services and Infrastructure

Although the project would result in an incremental increase in demand for fire protection and emergency medical services, police protection, water demand, wastewater treatment,

and solid waste services, these anticipated increases would not significantly burden existing community services facilities or require construction of new facilities that would cause significant environmental effects (see Sections 4.13 and 4.15).

The project would connect to the existing underground water and sewer pipelines that serve the surrounding area. The project would also construct an earthen channel and a bioretention basin that would adequately convey runoff from the project site to the Sweetwater River, which would then drain to the San Diego Bay.

Because the project is located in an urbanized area surrounded by existing commercial, residential, and transportation facilities, project implementation would not remove obstacles to population growth. Access to the site would be obtained from existing major roadways and the primary public infrastructure (e.g., water and sewer pipelines) are already in place and have sufficient capacity to support buildout of the project. Therefore, the project would not require extension of roads or other infrastructure that could induce population growth either directly or indirectly, and impacts would be less than significant.

Chapter 7
Cumulative Impacts

Section 15130(a) of the California Environmental Quality Act (CEQA) Guidelines requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(c), "means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." According to Section 15130 of the CEQA Guidelines, the discussion of cumulative effects "need not be provided in as great detail as is provided the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness."

According to Section 15130(b)(1) of the CEQA Guidelines, the discussion of cumulative effects is to be on either (a) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency," or (b) "a summary of projections contained in an adopted plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency." Consultation with the City determined that there are no foreseeable projects near the project site that could together with the project result in cumulatively considerable impacts. Therefore, the following evaluation of cumulative impacts considers the project in relation to applicable planning documents.

Plans Considered for Cumulative Effects Analysis

This cumulative analysis relies on local and regional plans and associated CEQA documents to serve as the basis for the analysis of potential cumulative effects of the project. The regional planning documents used in this analysis include: the San Diego Air Pollution Control District Regional Air Quality Strategy (RAQS), San Diego Association of Governments (SANDAG) Regional Comprehensive Plan, and the City of National City's (City's) General Plan. These plans are discussed throughout Chapter 4.0, Environmental Analysis, and are incorporated by reference in the appropriate sections of the cumulative analysis below.

7.1 Aesthetics

Existing development and infrastructure surrounding the project site, including (Interstate 805 [I-805], State Route 54 [SR-54], and the Westfield Plaza Bonita Mall have been present for several decades and define the existing visual landscape. No other projects are proposed in the immediate vicinity of the project site, so construction of the project is the only potential changes to the existing visual landscape.

As described in Section 4.1, the project would not result in any significant impacts related to aesthetics. The project would not substantially alter a scenic vista because there are no officially designated scenic vistas in the immediate project vicinity and San Diego Bay is not visible from the project site. The project site does not contain any rock outcroppings or historic buildings and is not visible from a state scenic highway. The existing trees and other vegetation on the project site do not qualify as a scenic resource because the project site is surrounded by existing transportation and commercial land uses and there are no scenic views of the project site. The project would introduce landscaping materials, including palm trees, deciduous trees, deciduous shrubs, groundcover, and grasses that would provide for an aesthetically pleasing view of the project site. The project would retain open space by constructing an earthen channel that would traverse the northwestern boundary of the project site and connect to the existing storm drain which outlets to the Sweetwater River. The project would be consistent with the character of the Westfield Plaza Bonita Mall east of the project site, and the nearby segment of the Sweetwater River is already surrounded by urban development including the Westfield Plaza Bonita Mall, I-805, and Plaza Bonita Road. Therefore, the project's contribution to cumulative impacts related to aesthetics would be less than significant.

7.2 Air Quality

Regional air quality impacts within the San Diego Air Basin (SDAB) are managed by the San Diego Air Pollution Control District (SDAPCD) through the development and implementation of the San Diego Regional Air Quality Strategy (RAQS). The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in General Plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. If individual projects are not consistent with anticipated growth a conflict with the RAQs would be identified. As multiple projects within the area conflict with the RAQs they would collectively contribute to a cumulative obstruction to the implementation of the plan. Alternatively, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the General Plan would not conflict with the RAQS and would not contribute to a cumulative impact.

As described in Section 4.2.3, the 15.08-acre project parcel could generate approximately 3,016 to 30,160 daily trips if it were developed consistent with the existing Major Mixed-Use land use designation. Based on a trip rate of 50 trips per 1,000 square feet (SANDAG 2002), the 18,774-square-foot CarMax facility would generate 939 daily trips, which would

be less than what would be generated by a project consistent with existing land use designation. Additionally, the project would not add housing. Although the project would create new jobs, it is assumed that these would be filled by the local labor force rather than require relocation of workers from outside the region. Therefore, the project would be consistent with the growth projections for the region and would not obstruct or conflict with the implementation of the RAQS. Furthermore, construction and operation of the project would generate emissions less than applicable SDAPCD significance thresholds (see Tables 4.2-4 and 4.2-5 in Section 4.2.4.1). Therefore, the project's contribution to cumulative impacts related to air quality would be less than significant.

7.3 Biological Resources

Potential impacts to sensitive species and sensitive habitats at the project site would be mitigated to a level less than significant by revegetating impacted vegetation communities with native species shown in Table 4.3-4 (BIO-1), implementation of protocol surveys, seasonal restrictions, and/or pre-construction nesting surveys (BIO-2), construction activity oversight (BIO-3), and on-site compensatory mitigation for jurisdictional wetlands and waters (BIO-4).

Natural habitat surrounding the project site is limited to the vegetated channel of the Sweetwater River south of the project site, separated by an existing concrete levee. The high density of development in the City compared to the Sweetwater River discourages wildlife movement, and the project site does not provide a regional linkage. Consequently, the project would not interfere with the movement of wildlife species. Additionally, the project would not result in significant impacts to biological resources that could conflict with the South County MSCP with jurisdiction over County lands adjacent to the project site. Therefore, implementation of mitigation measures BIO-1 through BIO-4 would reduce project level impacts to a level less than significant. Implementation of these mitigation measures would ensure that the project's contribution to cumulative impacts related to biological resources would be less than significant.

7.4 Cultural and Tribal Cultural Resources

The project site does not contain any structures or other resources that would be considered historic resources; as a result, it would not contribute to a cumulative loss of such resources. As described in Section 4.4, only one potential archaeological resource was identified on the project site, and testing determined that CA-SDI-5344 is not eligible for the National Register of Historic Places under Criteria A, B, C or D, and is not eligible for the CRHR under Criteria 1, 2, 3, or 4. Although earthwork activities could inadvertently unearth archaeological or tribal cultural resources during construction, implementation of mitigation measure CUL-1 would reduce impacts to a level less than significant. Similarly, adherence to applicable regulatory procedures summarized in mitigation measure CUL-1 would reduce impacts associated with discovery of unknown human remains during construction to a level less than significant. Therefore, implementation of mitigation

measure CUL-1 would ensure that the project's contribution to cumulative impacts related to cultural and tribal cultural resources would be less than significant.

7.5 Energy

The California Code of Regulations, Title 24, Part 6 is the California Energy Efficiency Standards for Residential and Nonresidential Buildings (also known as the California Energy Code). Additionally, the California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11, institutes mandatory minimum environmental performance standards for all ground-up new construction of non-residential and residential structures. These regulations were developed to reduce energy use on a regional level, and all future projects are required to comply with these requirements. As described in Section 4.5.3, the project would be required to meet the mandatory energy requirements of 2019 CalGreen and the 2019 California Energy Code. Compliance with these energy requirements would ensure that the project's contribution to cumulative impacts related to energy would be less than significant.

7.6 Geology and Soils

Potential impacts related to seismic hazards would be specific to the project site. Compliance with City regulations, the California Building Code, and adherence to the grading and site preparation recommendations presented in Appendix E would ensure that the project would not expose people or structures to seismic hazards. Similarly, implementation of grading and site preparation recommendations contained in the geotechnical investigation would ensure that impacts related to soil stability would be less than significant. Compliance with the General Construction Permit and BMPs outlined in the storm water prevention pollution plan to be prepared for the project would ensure that impacts related to soil erosion and the loss of topsoil would be less than significant. Therefore, the project's contribution to cumulative impacts related to geology and soils would be less than significant.

7.7 Greenhouse Gas Emissions

As described in Section 4.7, the project would result in a total of 558 metric tons carbon dioxide equivalent (MT CO_2E) annually. Emissions are projected to be less than the 3,000 MT CO_2E screening level. By emitting less than 3,000 MT CO_2E, the project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable. Additionally, the project would not conflict with any local or state plan, policy, or regulation aimed at reducing GHG emissions from land use and development. Therefore, the project's contribution to cumulative impacts related to GHG emissions would be less than significant.

7.8 Hazards and Hazardous Materials

As described in Section 4.8, the project would comply with all applicable federal, state, and local regulations, including California Occupational Safety and Health Administration and Department of Environmental Health, Hazardous Materials Division regulations, for handling of hazardous materials. The project is not listed as a hazardous materials site compiled pursuant to Government Code Section 65962.5. No known or suspected recognized environmental conditions (RECs), Controlled RECs, or Historical RECs were identified on the project site or adjacent properties, and the existing water supply wells and/or septic systems would be properly abandoned following state and County Health Department guidelines. The project site is not located within two miles of a public airport (or within an airport land use plan) or within the vicinity of a private airstrip. The project would be designed in accordance with applicable safety standards and would adhere to all National City Fire Department requirements. Implementation of all regulatory standards would ensure that the project's contribution to cumulative impacts related to hazards and hazardous materials would be less than significant.

7.9 Hydrology and Water Quality

The project would not substantially or adversely impact existing drainage patterns, increase runoff, or create flood hazards on-site or downstream. The standard engineering practices and best management practices (BMPs) for the project have been designed to preclude potential hydrology impacts. The project would therefore not contribute to any cumulative hydrologic effects in the project area. While there are currently no known past, present, or reasonably foreseeable projects in the vicinity, any other projects that could be proposed in the vicinity would be similarly mandated to adhere to state and local engineering requirements and regulations.

The project would comply with all applicable federal, state, and local water quality standards through adherence to the City's Municipal Code, Jurisdictional Runoff Management Program, and BMP Design Manual. The project would also implement site design measures and source control BMPs identified in the Storm Water Quality Management Plan to reduce impacts to water quality, which would include avoiding impacts to the project's 303(d) impaired receiving water (Lower Sweetwater River). The project would construct an earthen channel that would preserve the existing drainage pattern where feasible that would connect to the existing 48-inch storm drain that currently outlets to the Sweetwater River. The project would also construct a storm water conveyance system that would consist of a modular wetland system, underground storage system, green street vegetated swale, and conveyance pipes that would adequately convey runoff from the project site to earthen channel and ultimately to the Sweetwater River. Conveyance of stormwater to the Sweetwater River would allow for groundwater recharge, and the underground storage system within the development footprint would include two underground infiltration systems that would allow additional opportunities for groundwater recharge. These project features would ensure that the project would not violate any water quality standards or waste discharge requirements, impact groundwater

recharge, result in flooding on- or off-site, or exceed the capacity of existing or planned storm water drainage systems. Furthermore, proposed elevation increases would raise all portions of the project site that would be utilized for the CarMax facility out of the 100-year floodplain, and the project would not be susceptible to flooding hazards, seiche, tsunami, or mudflow. Therefore, implementation of project design features and compliance with regulatory standards would ensure that the project's contribution to cumulative impacts related to hydrology and water quality would be less than significant.

7.10 Land Use

Existing development and infrastructure surrounding the project site, including I-805, SR-54, and the Westfield Plaza Bonita Mall have been present for several decades and define the existing land use pattern. The project would not physically divide the surrounding community, but would rather provide infill development on a vacant parcel surrounded by existing commercial, residential, and transportation facilities. The project would not impact any of the surrounding land uses and existing roadways would serve the project. Extension of public utilities would not be required since existing pipelines for water and wastewater are located on the project site. The project would be consistent with the General Plan. Therefore the project's contribution to cumulative land use impacts would be less than significant.

7.11 Noise

As discussed in Section 4.11, the project's compliance with the City Municipal Code Section 12.10.160 would ensure that construction noise levels would range from 53 to 62 A-weighted decibels average sound level [dB(A) L_{eq}] at adjacent residential uses (see Table 4.11-6). Furthermore, these sources of noise would be temporary and would cease upon project completion. Therefore, compliance with regulatory standards would ensure that the project's contribution to cumulative noise impacts during construction would be less than significant.

The project would increase traffic volumes on 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. As described in Section 4.11.3.1, existing traffic volumes on roadways in the vicinity of the project site are much greater than the 939 daily trips that would be generated by the 18,774-square-foot CarMax facility (SANDAG 2020). Consequently, the addition of project traffic to area roadways would result in a doubling of traffic volumes, and the resulting noise level increase would be less than 3 dB that would not be perceivable. Therefore, the project's contribution to cumulative impacts related to noise would be less than significant.

7.12 Paleontological Resources

As described in Section 4.12, excavation activities as well as earth work associated with project grading could unearth unknown paleontological resources on the portions of the

project site underlain by areas assigned a high paleontological sensitivity. Implementation of mitigation measure PAL-1 would reduce impacts to a level less than significant. Therefore, implementation of mitigation measure PAL-1 would reduce the project's contribution to cumulative impacts on paleontological resources to a level less than significant.

7.13 Public Services and Recreation

Implementation of the project would result in an incremental increase in demand for public services and recreation, including fire, police, and parks. However, the project would not increase the residential population, and therefore would not significantly increase demand for fire protection/emergency medical services, police protection, or parks/recreational facilities. The project site is located less than two miles from two fire stations and it is anticipated that fire response time to the project site would fall within the fire service standard of 7 minutes. The City is currently meeting its goal of responding to Priority 1 calls in less than 6 minutes, and the project would not result in a significant increase in demand in police calls and required police response. Tourists typically use recreational amenities such as the local beaches and attractions and make less use of local City parks. Thus, the project would not result in a substantial increase in the use of parks that would accelerate their physical deterioration nor does the project include the construction of any park facilities that would result in physical impacts. The project would construct a CarMax facility on an undeveloped parcel and would not construct any housing. Therefore, the project would not result in a substantial increase in the use of parks that would accelerate their physical deterioration nor does the project include the construction of any park facilities that would result in physical impacts. Therefore, the project's contribution to cumulative impacts related to public services and parks/recreational facilities would be less than significant.

7.14 Transportation

As described in Section 4.14.3.1, the 15.08-acre project parcel could generate approximately 3,016 to 30,160 daily trips if it were developed consistent with the existing Major Mixed-Use land use designation. Based on a trip rate of 50 trips per 1,000 square feet (SANDAG 2002), the 18,774-square-foot CarMax facility would generate 939 daily trips, which would be less than what would be generated by a project consistent with existing land use designation. Consequently, the proposed General Plan Amendment and Rezone would result in a less intensive use compared to the existing land use designation that was evaluated in the City's General Plan. Therefore, the proposed CarMax facility would generate fewer vehicle trips at the project site than was originally anticipated in the City's General Plan Circulation Element roadway network. Furthermore, the impact analysis presented in the Vehicle Miles Traveled Screen-line Analysis prepared for the project is cumulative in nature. As described in Section 4.14.4.1, the Office of Planning and Research (OPR) Transportation Technical Advisory states that "local-serving retail development tends to shorten trips and reduce VMT." Therefore, "lead agencies generally may presume such development creates a less-than-significant transportation impact" (OPR 2018). The

OPR Transportation Technical Advisory states that retail projects that are 50,000 square feet or greater "might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT" (OPR 2018). The project would introduce 18,774 of retail development that would provide additional local opportunities for the purchase motor vehicles. Therefore, the project can be presumed to result in less than significant impacts related to VMT per guidance from the OPR Transportation Technical Advisory, and a detailed VMT analysis is not required. Therefore, the project's contribution to cumulative impacts related to transportation and circulation would be less than significant.

7.15 Utilities and Service Systems

As described in Section 4.15.3.1, the project site is served by adequate wastewater, water, and storm water systems. The project would connect to the existing underground sewer pipeline that traverses the project site, and wastewater generated by the project would be transferred for treatment to the Point Loma Wastewater Treatment Plant, which currently has excess capacity to treat an additional 65 million gallons per day. The project would construct an earthen channel and a modular wetland system with underground detention and green street vegetated swale that would adequately convey runoff from the project site to the Sweetwater River, which would then drain to the San Diego Bay, and thereby ensure that the project would not exceed the capacity of existing water drainage systems. The project would also connect to the existing water pipeline that traverses the project site. Therefore, the project's contribution to cumulative impacts related to wastewater, water, or storm water would be less than significant.

Cumulative impacts could occur if the project's water demand in combination with other cumulative projects would exceed the planned water supply availability for the planning horizon, resulting in the need to construct new water facilities that could have significant impacts on the environment. Water services would be provided to the project site by the Sweetwater Authority, which has a service area covering 36.5 square miles and provides water service to approximately 188,000 people through approximately 33,000 service connections. In order to adequately plan for future water demand, the Sweetwater Authority prepared an Urban Water Management Plan that determined that the agency would be capable of providing adequate water supply to its customers during a multiple dry year scenario through 2040. Therefore, the water needs of the project have been anticipated in water plans and drought conditions would not affect the availability of water to the project site. The project would not necessitate new or expanded sources of water supply or the construction of new facilities to meet regional demands. Therefore, the project's contribution to cumulative impacts related to water supply would be less than significant.

Recycling would be conducted during construction, and project design would include recycling bins and dedicated trash enclosures which would be serviced by EDCO. In addition, the project would comply with all applicable regulations pertaining to solid waste during both the construction and operational phases of the project. Solid waste that is not recycled would be hauled to the Otay Landfill, which has a remaining capacity of

21,194,008 cubic yards and is permitted to operate through 2030. Therefore, the remaining capacity of the Otay Landfill would be adequate to serve the project's solid waste disposal needs, as well as the needs of future projects. Therefore, the project's contribution to cumulative impacts related to solid waste would be less than significant.

7.16 Wildfire

As described in Section 4.16, the project would not interfere with emergency response plans, exacerbate wildfire risks resulting in the release of pollutants or the installation of new infrastructure, nor expose people to flooding or landslides from post-fire instability. Project design would require review and approval by the Fire Marshal to ensure consistency with the adopted and amended 2019 California Fire Code. Project design. Emergency access within staging and display areas of the CarMax facility which would be provided consistent with applicable fire codes and emergency access requirements. Adherence to City Fire Department requirements, and review of designs by the Fire Marshal, would ensure that the project's contribution to cumulative impacts related to wildfire would be less than significant.

Chapter 8
Effects Found Not to be Significant

Pursuant to the California Environmental Quality Act Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined during preliminary project review not to be significant, and are therefore not discussed in detail in the environmental impact report.

8.1 Agriculture and Forestry Resources

The project site does not contain prime agricultural soils or farmland and is designated as "Other Land" by the California Department of Conservation Farmland Mapping and Monitoring Program. Similarly, no land within National City (City) is designated as Prime Agricultural Land, Farmland of Statewide Importance, Farmland of Local Importance, Unique Farmland, or Grazing Land. No properties within National City, including the project site, are subject to a Williamson Act contract. In addition, there are no forest lands or forestry resources in the City. Therefore, implementation of the project would have no effect on agricultural or forestry resources.

8.2 Mineral Resources

The State Mining and Geology Board designates all land within the City as Mineral Resource Zone 3, which is defined as an area where the significance of mineral deposits cannot be determined from the available data. Mineral resource extraction within the City Planning Area is limited to salt ponds within the South San Diego Bay Unit of the San Diego National Wildlife Refuge that would not be affected by the project. Therefore, implementation of the project would have no effect on mineral resources.

8.3 Population and Housing

The project would construct a CarMax facility on an undeveloped parcel and does not propose to construct any housing. As described in Chapter 6, Growth Inducement, vehicular access would be provided by existing roads, and the project would connect to existing underground utilities that traverse the project site. Consequently, the project would not require extension of roads or other infrastructure that could induce population growth. Therefore, the project would not induce unplanned population growth either directly or indirectly, and would not displace any existing people or housing. No impact would occur.

Chapter 9
Project Alternatives

In order to fully evaluate the environmental effects of projects, the California Environmental Quality Act (CEQA) mandates that alternatives to the project be analyzed. Section 15126.6 of the CEQA Guidelines requires the discussion of "a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

As discussed in Chapter 4, the project could result in significant environmental impacts related to biological resources, cultural and tribal cultural resources, noise, and paleontological resources. Mitigation measures have been identified that would reduce all of these impacts to below a level of significance.

In developing the alternatives to be addressed in this section, consideration was given to their ability to meet the basic objectives of the project and eliminate or substantially reduce significant environmental impacts. As identified in Chapter 3, project objectives include the following:

1. Develop an economically viable automobile sales (CarMax) facility that would provide additional commercial opportunities for the City and the San Diego region.
2. Generate revenue for the City through sales tax and property tax.
3. Increase commercial activity at the Westfield Plaza Bonita Mall and surrounding area by a introducing new commercial use nearby.
4. Develop a project that is architecturally compatible with the surrounding properties.

The alternatives identified in this section are intended to further reduce or avoid significant environmental effects of the project. This chapter addresses Alternatives Considered but Rejected, a No Project/No Development Alternative, and a Reduced Development Alternative. Each major issue area included in the impact analysis of this environmental

impact report (EIR) has been given consideration in the alternatives analyses, and impacts are summarized in Table 9-1.

Table 9-1
Comparison of Project and Alternatives Impacts Summary

Environmental Issue Area	Project	No Project/ No Development Alternative	Reduced Development Alternative
Aesthetics	LS	Less than the project (NI)	Less than the project (LS)
Air Quality	LS	Less than the project (NI)	Less than the project (LS)
Biological Resources	SM	Less than the project (LS)	Less than the project (SM)
Cultural and Tribal Cultural Resources	SM	Less than the project (NI)	Less than the project (SM)
Geology and Soils	LS	Less than the project (NI)	Same as the project (LS)
Greenhouse Gas Emissions	LS	Less than the project (NI)	Less than the project (LS)
Hazards and Hazardous Materials	LS	Less than the project (NI)	Same as the project (LS)
Hydrology and Water Quality	LS	Less than the project (NI)	Less than the project (LS)
Land Use	LS	Less than the project (NI)	Same as the project (LS)
Noise	SM	Less than the project (NI)	Less than the project (LS)
Paleontological Resources	SM	Less than the project (NI)	Less than the project (SM)
Public Services and Recreation	LS	Less than the project (NI)	Same as the project (LS)
Transportation	LS	Less than the project (NI)	Less than the project (LS)
Utilities and Service Systems	LS	Less than the project (NI)	Less than the project (LS)
NI = no impact; LS = less than significant; SM = significant and mitigated			

As required under Section 15126.6(e)(2) of the CEQA Guidelines, the EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior alternative. Section 9.4 addresses the Environmentally Superior Alternative.

9.1 Alternatives Considered but Rejected

This subsection of the EIR is provided consistent with CEQA Guidelines which state that the EIR need examine in detail only a reasonable range of alternatives that the lead agency

determines could feasibly attain most of the basic objectives of the project. Further, the EIR should identify any alternatives that were considered by the lead agency but were rejected and briefly explain the reasons underlying the lead agency's determination. Among factors used to eliminate alternatives from detailed consideration in the EIR is failure to meet most of the basic project objectives or inability to avoid significant environmental effects (CEQA Guidelines 15126.6(c)). Consistent with the requirement to address a "reasonable range" of alternatives, another consideration for excluding an alternative from further study includes similarity to other alternatives that are addressed in detail.

9.1.1 Alternate Location Alternative

According to the CEQA Guidelines (Section 15126.6)(f)(2)(A):

> The key question and first step in (alternative location) analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.

As analyzed in Chapter 4, the project would result in significant impacts to biological resources, including sensitive wildlife species, nesting birds, sensitive habitat and jurisdictional wetlands and waters. An alternate analysis was completed to identify if an alternative site could be identified that would reduce impacts to waters of the United States in association with project permitting with the United States Army Corps of Engineers. Alternative project site locations were evaluated based on the following criteria:

- Provides adequate developable area and does not reduce the net developable acres below the minimum amount needed to build a CarMax facility.
- Would not substantially increase the cost of project construction (no more than a 20 percent increase in construction costs).
- Located on a major roadway with high travel volumes and that maximizes the site's visibility from the vantages of surrounding roadways.
- Be located in proximity to major retailers, a mall, and/or other car dealers to create a symbiotic relationship between CarMax and other uses and customers are shared.
- Availability of the site to the applicant (owned or which could reasonably be obtained, utilized, expanded, or managed).
- The extent that an alternative site would reduce impacts to waters of the U.S., jurisdictional wetlands, and waters, while not substantially increasing the cost of constructing the project and not substantially impacting additional sensitive biological or cultural and tribal cultural resources.

Based on these criteria, four alternative sites were evaluated. None of the identified sites would have met the basic operational requirements for a CarMax as shown in Table 9-2, Alternative Sites Considered.

Table 9-2 Alternative Sites Considered			
Alternative Site	Land Use	Acres	Meets Project Requirements?
1008 Industrial Blvd., Chula Vista	Commercial - retail	7.76	No - site too small
NEC National City Blvd. & Hwy. 54, National City (approximately 3200 D Avenue)	Commercial - swap meet	8.4	No - not near target market population
Auto Park East, Chula Vista (approximately 4826 Main Street)	Vacant land	13	No - Does not meet visibility criteria
40 North 4th Avenue, Chula Vista	Commercial - retail	10.08	No - not near target market population

Each alternative site evaluated were either too small to allow for construction of a CarMax facility, were not located near target market population, was financially infeasible, was not located near proximity to major retailers, a mall, and/or other car dealers, and/or were not positioned in a manner that maximizes the site's visibility from the vantages of surrounding roadways. Thus, an alternative location was dismissed from further analysis based on the lack of any properties that would satisfy project needs.

Furthermore, while moving the project to an alternate site could reduce potential impacts to biological resources, a similar level of development would have similar impacts relative to air quality, greenhouse gas (GHG) emissions, public services and recreation, public utilities, geology and soils, and hydrology and water quality. Depending on the alternate site location, impacts related to cultural and tribal cultural resources, noise, and paleontological resources could be the same or more severe as the project.

9.1.2 Project with Hotel Alternative

Development of a CarMax facility with a hotel on the project site was considered as an alternative. This alternative would require a general plan amendment, rezone, and conditional use permits, as well as expanding the land use code amendment to include hotel uses. This alternative would require development of structures and parking on the project site, similar to the project. The development footprint and grading requirements would be larger than the project. Biological resource impacts would be greater due to the larger grading footprint. Aesthetics impacts would be similar due to the conversion of an undeveloped site to residential and commercial uses. The potential for impacts to unknown cultural and tribal cultural resources and paleontological resources would likely be similar.

However, this alternative was eliminated from further review because mitigation requirements for the larger footprint were considered infeasible. This alternative proposed mitigation that included on-site creation of a channel and additional on-site enhancement. Preliminary coordination with wildlife agencies determined that this proposed mitigation strategy would not be acceptable, and the increased mitigation requirements proposed by the wildlife agencies were considered infeasible.

9.1.3 No Project/Plan and Zone Consistent Alternative

Development of a mixed-use residential and commercial facility on the project site was considered as an alternative that would be consistent with the existing Plan and Zone and would not require a general plan amendment, rezone, land use code amendment, and conditional use permits. This alternative would require development of structures and parking on the project site, similar to the project. The development footprint and grading requirements would likely be similar to the project, or less if the square footage of structures was reduced. Biological resource impacts would be similar, as the project would develop the entire project site and require construction of an earthen channel similar to that proposed under the project to mitigate impacts to jurisdictional wetlands and waters and hydrology. Aesthetics impacts would be similar due to the conversion of an undeveloped site to residential and commercial uses. The potential for impacts to unknown cultural and tribal cultural resources and paleontological resources would likely be similar.

However, this alternative was eliminated from further review because it would not meet the main project objectives of developing an economically viable automobile sales (CarMax) facility. Furthermore, this alternative would only partially meet the objectives of generating revenue for the City through sales tax and property tax, and increasing commercial activity at the Westfield Plaza Bonita Mall and surrounding area, since the residential component would not achieve these goals.

9.2 No Project/No Development Alternative

The following discussion of the No Project Alternative is based on the CEQA Guidelines Section 15126.6(e)(3)(B) which states:

> If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the no project alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this no project consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve existing physical environment.

Further, according to Section 15126.6(e)(3)(C):

> After defining the no project alternative . . ., the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services.

The No Project/No Development Alternative would maintain the site in its current undeveloped condition and would be equivalent to the existing environmental setting. Existing issues related to transient habitation of the project site would continue and associated habitat disturbances and water quality impacts from trash, erosion, and human excrement would likely continue in the No Project/No Development Alternative. A comparative analysis of the impacts associated with this alternative and the project is provided below.

9.2.1 Aesthetics

The project would result in less than significant impacts related to scenic vistas, scenic resources, visual character/quality, and light/glare. As described in Section 4.1, Aesthetics, there are no officially designated scenic vistas in the immediate project vicinity and San Diego Bay is not visible from the project site. Similarly, the project site is not considered a scenic vista. The project site is not visible from a state scenic highway and does not contain any scenic resources, and the developed project would be consistent with the character and quality of the surrounding environment. In the absence of grading and development under the No Project/No Development Alternative, there would be no removal of existing vegetation, no site grading and earthwork, and no development of structures. Under the No Project/No Development Alternative, maintaining the site in its existing condition would result in no impact on scenic vistas or scenic resources. The visual character/quality of the project site under No Project/No Development Alternative would remain unchanged since the existing condition of the vegetated site would remain the same and new structures would not be built. Therefore, the No Project/No Development Alternative would result in no impact to the visual quality of the site and no light and glare impacts would result compared to the project. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.2 Air Quality

Short-term emissions associated with grading and construction activities and long-term emissions associated with operation of the project would be avoided under the No Project/No Development Alternative. As described in Section 4.2, Air Quality, project generated vehicle trips would not conflict with assumptions in the Regional Air Quality Strategy (RAQS) and would not accommodate any increase the local population. Similarly, construction and operation of the project would result in less than significant impacts to air quality. Since the No Project/No Development Alternative would avoid any construction or

operational emissions, no air quality impact would occur under this alternative. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.3 Biological Resources

The project would require mitigation during construction to reduce potentially significant impacts to vegetation communities that support California Department of Wildlife (CDFW) species of special concern (yellow-breasted chat and yellow warbler), foraging habitat for raptors, and nesting birds. The project would also require mitigation for impacts to impact jurisdictional waters and wetlands covered under the authority of the U.S. Army Corps of Engineers (USACE) (waters of the U.S.), CDFW (waters of the State), and Regional Water Quality Control Board (RWQCB) (waters of the State). In the absence of project construction and grading activities for the No Project/No Development Alternative, significant impacts to sensitive habitats, sensitive species, and jurisdictional waters and wetlands would not occur. The No Project/No Development Alternative would maintain the site in its existing condition. As noted in the Biological Technical Report, the project site has been subject to long-term habitation by the local homeless population. A variety of trash and debris including shopping carts, tarps, old clothing and wood scraps are present on-site, with much of the trash and debris located in the stream features. Under the No Project/No Development Alternative, these conditions would likely continue and would have the potential to adversely affect biological resources within the project site. However, impacts under the No Project/No Development Alternative would still be less than would occur under the project since the existing habitat and vegetation would remain intact. Thus, the No Project/No Development Alternative would have less biological resources impacts compared to the project.

9.2.4 Cultural and Tribal Cultural Resources

The project would require mitigation to reduce the potential for earth work activities to unearth unknown cultural and tribal cultural resources, including human remains, during construction. In the absence of grading for the No Project/No Development Alternative, there would be no potential to uncover subsurface cultural resources. Any unknown buried cultural or tribal cultural resources, including human remains, would remain buried and preserved in place. Therefore, impacts to cultural and tribal cultural resources would be avoided under the No Project/No Development Alternative and would be less than the project.

9.2.5 Energy

Short-term energy use associated with construction activities and long-term energy use associated with operation of the project would be avoided under the No Project/No Development Alternative. As described in Section 4.5, impacts related to energy use would be less than significant. Since the No Project/No Development Alternative would avoid any construction or operational emissions, no energy use would occur under this alternative.

Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.6 Geology and Soils

Compliance with City regulations, the California Building Code, and adherence to the grading and site preparation recommendations presented in the geotechnical investigation would ensure that the project would not expose people or structures to seismic hazards or unstable soils. Similarly, compliance with the General Construction Permit and best management practices (BMPs) outlined in the Storm Water Pollution Prevention Plan (SWPPP) would ensure that impacts related to soil erosion and the loss of topsoil would be less than significant. Additionally, the geotechnical investigation determined that the majority of soils beneath the project site are anticipated to have very low to low expansive potential.

The No Project/No Development Alternative proposes no development, and therefore, would not expose people or structures to seismic hazards or unstable and expansive soils. Similarly, the No Project/No Development Alternative would not require grading and excavation activities that could result in soil erosion and the loss of topsoil. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.7 Greenhouse Gas Emissions

GHG emissions for the project were estimated to be a total of 558 metric tons carbon dioxide equivalent (MT CO_2E) annually, which would be less than the South Coast Air Quality Management District's (SCAQMD's) recommended/preferred option 3,000 MT CO_2E screening level, and impacts would be less than significant. Under the No Project/No Development Alternative, short-term GHG emissions associated with construction activities and long-term GHG emissions associated with mobile and area sources would be avoided and there would be no impact. Thus, GHG emissions impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

The project would be consistent with plans, policies, and regulations addressing GHG emissions, resulting in a less than significant impact. The No Project/No Development Alternative would result in no development which would result in no conflicts with applicable plans, policies, and regulations and no impact would occur. Thus, impacts related to GHG plan, policy, and regulation consistency under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.8 Hazards and Hazardous Materials

The project must comply with all applicable regulations for handling of hazardous materials, which would ensure that the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project is not listed as a hazardous materials site compiled pursuant to

Government Code Section 65962.5. No known or suspected recognized environmental condition (RECs), controlled recognized environmental condition (CRECs), or historical recognized environmental conditions (HRECs) were identified on the project site or adjacent properties. No conflicts or hazards related to airports or fire hazards were identified for the project. In summary, project impacts related to hazardous materials would be less than significant.

Under the No Project/No Development Alternative, the project site would remain undeveloped and there would be reduced potential for health and safety risks when compared with the project because the site would not be occupied with people or structures. Under the No Project/No Development Alternative, any fill from unknown sources, including buried trash/debris, undocumented underground storage tank (USTs) or other waste would not be unearthed. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.9 Hydrology and Water Quality

The project has been designed to avoid significant impacts on the existing drainage patterns by constructing an earthen channel that would recontour and redirect approximately 2,012 linear feet of the unnamed creek on the project site. The project would also construct a storm water conveyance system that would consist of a modular wetland system, underground storage system, green street vegetated swale, and conveyance pipes that would collect storm water and manage flowrates. The No Project/No Development Alternative would avoid impacts to the existing drainage pattern because the project site would remain undeveloped. The No Project/No Development Alternative would avoid impacts associated with water supplies and groundwater recharge because the project site would remain undeveloped.

The project would avoid impacts related to flooding by increasing elevations at the project site by 5 to 10 feet in order to raise all portions of the project site that would be utilized for the CarMax facility out of the 100-year floodplain. Although some portions of the project site would remain in the 100-year floodplain under the No Project/No Development Alternative would not result in any impacts because the project because the project site would remain undeveloped and would not expose any people or structures to flooding hazards.

The project would comply with all applicable federal, state, and local water quality standards through adherence to the City's Municipal Code, jurisdictional runoff management program (JRMP), and BMP Design Manual and the Storm Water Quality Management Plan (SWQMP) prepared for the project to reduce impacts related to water quality to a level less than significant. Under the No Project/No Development Alternative, impacts on water quality would be avoided because the project site would remain undeveloped.

9.2.10 Land Use

The project does not include any features that would have the potential to physically divide an established community and would not conflict with any environmental policies of the General Plan. Processing the proposed general plan amendment, zoning designation amendment, land use code (LUC) amendment, and conditional use permits would ensure consistency with the General Plan and zoning code. The No Project/No Development Alternative would avoid land use impacts compared to the project because it would leave the site undeveloped and would not require general plan amendment, zoning designation amendment, LUC amendment, or conditional use permit. Thus, impacts under the No Project Alternative would be avoided and would be less than the project.

9.2.11 Noise

Project construction would result in the existing adjacent uses to be exposed to construction noise levels that may be heard above ambient conditions. The noise levels would be temporary and would not exceed the City's standards. Similarly, project-generated traffic noise and on-site generated noise level would increase, but would not exceed the applicable noise level standards. Noise impacts were determined to be less than significant. Maintaining the project site under the existing condition would eliminate the potential for construction, operation, and traffic noise. Thus, impacts under the No Project Alternative would be avoided and would be less than the project.

9.2.12 Paleontological Resources

The project would require mitigation during construction to reduce potential impacts to paleontological resources resulting from excavation and grading. In the absence of grading under the No Project/No Development Alternative, there would be no potential to impact paleontological resources within portions of the project site assigned a high paleontological resource sensitivity. Any unknown buried paleontological resources would remain undisturbed. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.13 Public Services and Recreation

The project does not require any new or physically altered fire or emergency medical facilities, police facilities, or park and recreation facilities, and project impacts related to public services and recreation would be less than significant. Demand on public services (fire/emergency medical, police, recreation/parks) would be less with the No Project/No Development Alternative due to the absence of development. No physical impacts associated with the construction of public facilities would occur. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.14 Transportation

The project would result in additional traffic generation on local intersections and street segments. However, this additional traffic would not degrade the level of service for those intersections and street segments to an unacceptable level, and project impacts on transportation would be less than significant. Under the No Project/No Development Alternative, existing and projected traffic conditions would remain unchanged. There would be no impact on transportation under the No Project/No Development Alternative. Additionally, the No Project/No Development Alternative would not create hazards due to a design feature or result in inadequate emergency access. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.15 Utilities and Service Systems

Existing water supply provided by the Sweetwater Authority would be capable of serving the project and water and wastewater facilities are available to serve the project. The proposed earthen channel and modular wetland system with underground detention and green street vegetated swale would adequately convey storm water to the Sweetwater River and eventually to the San Diego Bay. The project would not exceed the solid waste capacity of Otay Landfill and would implement recycling programs during construction and operation. Project impacts related to the utilities and services system would be less than significant.

The No Project/No Development Alternative would not affect existing water, wastewater, storm water, or solid waste facilities, as there would be no increase in demand and services would not change. This alternative would not generate construction and operational waste that would require disposal at the landfill. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.16 Wildfire

The project would not increase risks associated with wildfire, and project impacts would be less than significant. The No Project/No Development Alternative would leave the project site in its current undeveloped condition, and risks associated with wildfire would remain unchanged due to the absence of development. Thus, impacts under the No Project/No Development Alternative would be avoided and would be less than the project.

9.2.17 Conclusions

Should the No Project/No Development Alternative be implemented, the project's significant impacts requiring mitigation associated with biological resources, cultural and tribal cultural resources, and paleontological resources would not occur. While adoption of the No Project/No Development Alternative would maintain the existing undeveloped condition of the site and avoid impacts associated with the project, none of the project objectives would be attained.

9.3 Reduced Development Alternative

The Reduced Development Alternative would construct a reduced size CarMax facility and the earthen channel. By reducing the footprint of the overall project site, the Reduced Development Alternative would reduce impacts to biological resources and reduce the potential area that would be disturbed by grading and earthwork activities that could yield unknown cultural and tribal cultural resources and paleontological resources.

9.3.1 Aesthetics

The Reduced Development Alternative would reduce the size of the proposed CarMax facility, and thereby slightly reduce the amount of change that would occur to the visual character of the project site because it would have a smaller scale than the CarMax facilities proposed under the project. Similarly, grading and construction of structures would occur over a smaller area and the development would be slightly less intense. Similar to the project, the Reduced Development Alternative would be consistent with the character and quality of the surrounding environment. Overall, impacts to scenic vistas, scenic resources, visual character, and lighting would be less than the significant and slightly reduced compared to the project.

9.3.2 Air Quality

The Reduced Development Alternative would result in short-term air quality impacts similar to, but less than the project, since grading and construction activities would be slightly reduced with the smaller footprint. This alternative would result in a reduced level of traffic-related emissions due to the decrease in trips associated with the reduced size of the facility. Based on a trip rate of 50 trips per 1,000 square feet (SANDAG 2002), the 18,774-square-foot CarMax facility would generate 939 trips. A reduced size CarMax facility would generate even fewer trips and result in fewer emissions than would be generated by the project. Similar to the project, the Reduced Development Alternative would not conflict with implementation of the air quality plan, contribute to air quality violations, or expose sensitive receptors to emissions or odors. Therefore, the Reduced Development Alternative would have less construction and operational emissions than the project.

9.3.3 Biological Resources

The Reduced Development Alternative would have a smaller development footprint, and therefore, have fewer impacts on sensitive habitats. Implementation of mitigation measures BIO-1 through BIO-4 would reduce impacts to biological resources under the Reduced Development Alternative to a level less than significant. Overall, biological impacts of the Reduced Development Alternative would be less than significant with mitigation and impacts would be reduced compared to the project.

9.3.4 Cultural and Tribal Cultural Resources

Impacts would be slightly reduced under the Reduced Development Alternative because of the reduced development footprint. However, the potential would still exist for earthwork activities to unearth unknown cultural and tribal cultural resources, including human remains, during construction of the CarMax. Therefore, the Reduced Development Alternative would be required to implement mitigation measure CUL-1, and potential impacts would be reduced to less than significate. Overall cultural and tribal cultural resources impacts of the Reduced Development Alternative would be less than significant with mitigation and impacts would be reduced compared to the project.

9.3.5 Energy

The Reduced Development Alternative would result in similar short-term and long-term energy use similar to, but less than, the project because it would develop a reduced size CarMax facility. As described in Section 4.5, the Reduced Development Alternative would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Thus, the Reduced Development Alternative would use less energy than the project.

9.3.6 Geology and Soils

Although the Reduced Development Alternative would reduce the development intensity compared to the project, potential impacts related to geology and soils would be similar. Compliance with City regulations, the California Building Code, and adherence to the grading and site preparation recommendations presented in the geotechnical investigation would ensure that the Reduced Development Alternative would not expose people or structures to seismic hazards or unstable soils. Similarly, compliance with the General Construction Permit and BMPs outlined in the SWPPP would ensure that impacts related to soil erosion and the loss of topsoil would be less than significant. Additionally, the geotechnical investigation determined that the majority of soils beneath the project site are anticipated to have very low to low expansive potential. Overall, impacts related to geology and soils would be less than significant, and similar to the project.

9.3.7 Greenhouse Gas Emissions

The Reduced Development Alternative would result in GHG impacts similar to, but less than, the project. Due to the smaller project footprint, the Reduced Development Alternative would result in fewer short-term GHG emissions associated with construction activities and fewer long-term GHG emissions associated with mobile and area sources. Similar to the project, this alternative would not conflict with the applicable plans adopted to reduce GHG emissions. Therefore, GHG impacts under the Reduced Development Alternative would be less than significant and less than the project.

9.3.8 Hazards and Hazardous Materials

Similar to the project, the Reduced Development Alternative would comply with all applicable regulations for handling of hazardous materials, which would ensure that the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project is not listed as a hazardous materials site compiled pursuant to Government Code Section 65962.5. No known or suspected RECs, CRECs, or HRECs were identified on the project site or adjacent properties. While the Reduced Development Alternative would avoid development on a portion of the site, the existing water supply wells and/or septic systems would still need to be abandoned following state and County Health Department guidelines. The project site is not located within two miles of a public airport (or within an Airport Land Use Compatibility Plan) or within the vicinity of a private airstrip. Overall, impacts of the Reduced Development Alternative related to hazards and hazardous materials would be less than significant and the same as the project.

9.3.9 Hydrology and Water Quality

Under the Reduced Development Alternative, the CarMax facility portion of the project site would be raised out of the 100-year floodplain. Design and impacts associated with the earthen channel would be similar as under the project since the unnamed creek would still be located within the reduced footprint of the project site. The Reduced Development Alternative would also construct a storm water conveyance system that would collect storm water and manage flowrates. The storm water conveyance system would also include filtration components to treat stormwater before discharging to the earthen channel or infiltrating to groundwater. Conveyance of stormwater to earthen channel and ultimately to the Sweetwater River would allow for groundwater recharge, and the Reduced Development Alternative's storm water conveyance system would allow additional opportunities for groundwater recharge. The Reduced Development Alternative would be required to comply with all applicable federal, state, and local water quality standards through adherence to the City's Municipal Code, JRMP, and BMP Design Manual and the SWQMP prepared for the project to reduce impacts related to water quality to a level less than significant. Overall, impacts under the Reduced Development Alternative would be less than significant and would be reduced compared to the project.

9.3.10 Land Use

The Reduced Development Alternative does not include any features that would have the potential to physically divide an established community and would not conflict with any environmental policies of the General Plan. The Reduced Development Alternative would also require processing of the proposed General Plan amendment, zoning designation amendment, LUC amendment, and conditional use permits would ensure consistency with the General Plan and zoning code. Land use impacts of the Reduced Development Alternative would be less than significant, the same as the project.

9.3.11 Noise

Noise impacts under the Reduced Development Alternative would be reduced compared to those of the project. Construction noise would be similar to the project, but stationary and traffic noise would be reduced due to the reduction in traffic trips associated with the smaller CarMax facility. Overall, noise impacts of this alternative would be less than significant and less than the project.

9.3.12 Paleontological Resources

Similar to the project, the Reduced Development Alternative has the potential to impact paleontological resources which may occur on the project site. Impacts would be slightly reduced under this alternative because of the reduced development footprint. As with the project, excavation and grading would still be required in portions of the project site assigned a high paleontological resource sensitivity. Therefore, the Reduced Development Alternative would be required to implement mitigation measure PAL-1. Overall, impacts of this alternative would be reduced to less than significant with mitigation and potential impacts would be slightly less compared to the project.

9.3.13 Public Services and Recreation

Although the development intensity would decrease under this alternative, the demand for public services and recreation would be substantially the same. As with the project, the Reduced Development Alternative would not require any new or physically altered fire or emergency medical facilities, police facilities, or park and recreation facilities. Impacts would be less than significant and the same as the project.

9.3.14 Transportation

The Reduced Development Alternative would generate fewer trips than the project due to the reduced size of the CarMax facility. Based on a trip rate of 50 trips per 1,000 square feet (SANDAG 2002), the 18,774-square-foot CarMax facility would generate 939 trips. The Reduced Development Alternative would reduce trips and reduce impacts compared to the project that were already determined to be less than significant. The Reduced Development Alternative would have similar levels of impact related to the remaining issue areas of hazards due to a design feature, emergency access and impacts on transit, bicycle or pedestrian facilities. Overall, impacts of the Reduced Development Alternative would be less than significant and less than the project due to reduced trip generation.

9.3.15 Utilities and Service Systems

Implementation of the Reduced Development Alternative would reduce demands on wastewater treatment and water supply compared to the project due to reduced development intensity. The Reduced Development Alternative would include the proposed earthen channel and modular wetland system with underground detention and green street

vegetated swale that would adequately convey storm water to the Sweetwater River and eventually to the San Diego Bay. As with the project, this alternative would implement recycling programs to meet state and local waste reduction goals. Impacts on utilities and service systems would be less than significant under this alternative, and less than under the project.

9.3.16 Wildfire

The Reduced Development Alternative would be located in the same location as the project and, therefore, would be subject to the same level of fire risk from surrounding areas. However, the Reduced Development Alternative would be subject to the same fire pretention requirements as the project. Therefore, impacts associated with wildfire under the Reduced Development Alternative would be the same as the project.

9.3.17 Conclusions

Impacts associated with the Reduced Development Alternative would be less than those associated with the project for the issues of aesthetics, air quality, energy, greenhouse gases, hydrology and water quality, noise, transportation, and utilities and services systems. The project's significant impacts associated with biological, cultural and tribal cultural resources, and paleontological resources would still occur under this alternative, but would be slightly reduced due to the smaller project footprint. All other impacts under the Reduced Development Alternative would be the same as the project.

9.4 Environmentally Superior Alternative

The environmentally superior alternative is generally defined as the alternative which would result in the least adverse environmental impacts on the project site and surrounding area. The No Project/No Development Alternative would be environmentally superior since it would avoid impacts associated with biological resources, cultural and tribal cultural resources, noise, and paleontological resources compared to the project; however, this alternative would not meet any of the project objectives. CEQA Guidelines (Section 15126.6(e)(2)) requires that if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

The Reduced Development Alternative is selected as the Environmentally Superior Alternative due to its ability to reduce the severity of impacts to biological resources, cultural and tribal cultural resources, and paleontological resources. The Reduced Development Alternative would also reduce impacts related to aesthetics, air quality, energy, greenhouse gases, hydrology and water quality, noise, transportation, and utilities and services systems compared to the project. All other project impacts associated with this alternative would be less than significant, the same as the project. However, the Reduced Development Alternative would not completely meet all project objectives. The Reduced Development Alternative would only partially meet the objectives of developing an economically viable automobile sales (CarMax) facility that would provide additional

commercial opportunities for the City and the San Diego region, generating revenue for the City through sales tax and property tax, and increasing commercial activity at the Westfield Plaza Bonita Mall and surrounding area by introducing new commercial use nearby. The reduced size of the CarMax facility would lot achieve these objectives to the same degree as the project due to reduced volume of sales and reduced commercial activity that would occur under the Reduced Development Alternative.

Chapter 10
Mitigation Monitoring and Reporting Program

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

The project is described in Chapter 3, Project Description of this EIR. The issues addressed in Chapter 4 of this EIR include aesthetics; air quality; biological resources; cultural and tribal cultural resources; energy, geology and soils, greenhouse gas emissions; hazards and hazardous materials, hydrology and water quality; land use; noise; paleontological resources, public services and recreation; transportation; utilities and service systems, and wildfire. Agricultural resources, mineral resources, and population and housing are addressed in Chapter 8, Effects Found Not to be Significant. After analysis, potentially significant impacts requiring mitigation were identified for biological resources, cultural and tribal cultural resources, and paleontological resources. The environmental analysis concluded that the potentially significant impacts associated with biological resources, cultural and tribal cultural resources, and paleontological resources could be avoided or reduced through implementation of recommended mitigation measures.

The MMRP for the project is under the jurisdiction of the City and other agencies as specified in the table below. The following is an overview of the MMRP to be completed for the project.

Table 10-1
Mitigation Monitoring and Reporting Program

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
BIOLOGICAL RESOURCES			
Wildlife Species. As identified in Biological Resources Section 4.3.3 of this EIR, the project would impact 1.39 acres of riparian woodland habitat that may function as suitable habitat for least Bell's vireo and coastal California gnatcatcher. Additionally, this riparian woodland habitat is located near the cattail marsh habitat where light-footed Ridgway's rail was observed. Furthermore, due to the time that has passed since the original protocol surveys in 2015 and 2017, it is possible that the presence or absence of SWFL, LBV, CAGN, and light-footed Ridgway may have changed. Consequently, the Draft EIR has assumed presence of all four species. Therefore, the project will conduct updated protocol-level surveys during the spring prior to construction to confirm presence or absence of these species. Direct and indirect impacts to habitat that may support southwestern willow flycatcher, least Bell's vireo, coastal California gnatcatcher, and light-footed Ridgway's rail would be potentially significant (Impact BIO-1). As identified in Biological Resources Section 4.3.3 of this EIR, the project may impact the nesting success of tree-nesting raptors if grading, vegetation clearing, and/or noise generating activities such as construction are conducted during the breeding season for these taxa (February 15–August 31). Such impacts could result in removal of active nests of tree-nesting birds or raptors or disruption in breeding success due to disturbance of breeding behaviors. These impacts would be potentially significant (Impact BIO-2).	**MM-BIO-1 Habitat Restoration & Habitat Mitigation and Monitoring Plan** Impacts to wildlife species and sensitive habitats would be mitigated through restoration and revegetation of native habitat within the channel area of the project site. The following habitats and acreages would be created: • 1.33 acres of arroyo willow thickets habitat • 1.44 acres of coastal sage scrub • 2.62 acres of cattail marshes • 0.46 acre of mule-fat thickets All non-native habitat within the channel area would be revegetated with native plant species. Because the channel area currently supports non-native and disturbed vegetation, there would be a net gain of 2.80 acres of native habitat following habitat restoration. In order to ensure successful revegetation/creation of self-sustaining riparian and upland habitats, a Habitat Mitigation and Monitoring Plan shall be prepared to ensure the ecological functions and values of the impacted habitats are restored. The Habitat Mitigation and Monitoring Plan shall include: • Sufficient restoration or creation of habitat to fulfill the mitigation obligations. • The planting plan shall be designed to ensure that the appropriate restored/created habitat is suitable for the coastal California gnatcatcher and least Bell's vireo, and allows for wildlife movement (e.g., appropriate width and vegetative cover). • The planting design shall also include adequate wetland buffers as determined in consultation with the agencies. • A native planting palette appropriate for each vegetation type being mitigated and appropriate to local conditions. No non-native plant species shall be planted in the project site. • Irrigation for upland and wetland habitat types for the first two to three years following installation. Irrigation is to be removed during the final 2 years of restoration to ensure that the habitat is self-sustaining. • A 120-day plant establishment period plus five year restoration maintenance period (or until success criteria are met). • Qualitative and quantitative monitoring methods to ensure that success criteria are met. • Five year maintenance methods. • Success criteria for establishment period and years 1–5. • Responsibilities and qualifications of restoration and maintenance contractor(s) and restoration ecologist. **MM-BIO-2 Protocol and Pre-construction Surveys** To avoid and minimize impacts to nesting birds and raptors, vegetation removal and grading shall occur outside of the nesting bird season (February 1 through August 31). If the breeding season cannot be avoided, the following measures shall be implemented in coordination with the CDFW and USFWS: 1. Updated protocol-level surveys for light-footed Ridgway's rail, southwestern willow flycatcher, coastal California gnatcatcher, and least Bell's vireo will occur during the spring prior to the start of construction to determine the presence or absence of these species. If any of these species are determined to be present, additional avoidance and minimization measures would be implemented consistent with bullets 2 and 3 below.	Prior to any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/ Permits and Building Plans/ Permits, but prior to the first pre-construction meeting (MM-BIO-2 and MM-BIO-3) and Post-Construction (MM-BIO-1).	City of National City

Table 10-1
Mitigation Monitoring and Reporting Program

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	2. During the avian breeding season, a qualified Project Biologist shall conduct a preconstruction avian nesting survey no more than 3 days prior to vegetation disturbance or site clearing. If there is a break of 5 days or more in construction activities during the breeding season, a new nesting bird survey shall be conducted before these activities begin again. 3. The preconstruction survey shall cover all reasonably potential nesting locations on and within 300 feet of the proposed construction activities areas, including off-site areas. If an active nest is found during the preconstruction avian nesting survey, a qualified Project Biologist shall implement a 300-foot minimum avoidance buffer for light-footed Ridgway's rail, southwestern willow flycatcher, coastal California gnatcatcher, least Bell's vireo, and other passerine birds, and a 500-foot minimum avoidance buffer for all raptor species. The nest site area shall not be disturbed until the nest becomes inactive or the young have fledged. **MM-BIO-3 Construction Activities Oversight** A qualified Biologist shall be responsible for monitoring the limits of construction activity, mitigation measures, design considerations, and project conditions during all phases of the project. The Project Biologist shall conduct the following: 1. Attend the preconstruction meeting with the contractor and other key construction personnel prior to clearing, grubbing, or grading. 2. Conduct worker training prior to all phases of construction; this shall include meetings with the contractor and other key construction personnel to explain the importance of restricting work to designated areas prior to clearing, grubbing, or grading. Discussions shall include procedures for minimizing harm to or harassment of wildlife encountered during construction activities prior to clearing, grubbing, and/or grading. 3. Conduct pre-construction clearance surveys to detect the presence of nesting birds and sensitive terrestrial wildlife species, such as coast horned lizard, orange-throated whiptail, and two-striped garter snake. 4. Be present on-site to monitor initial vegetation clearing, grubbing, and grading to ensure that mitigation measures are being appropriately followed. 5. Periodically monitor the limits of construction as needed to ensure that the construction boundaries are marked and not breached. 6. Prepare a post-construction monitoring report for submittal to the City. The report shall substantiate the supervision of the clearing, grubbing, and/or grading activities, and shall provide a final assessment of biological impacts.		

Table 10-1
Mitigation Monitoring and Reporting Program

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Sensitive Riparian Habitats. As identified in Biological Resources Section 4.3.4 of this EIR, project grading, clearing, and other construction-related activities would result in temporary and permanent impacts to sensitive riparian habitats that would consist of 0.73 acres of arroyo willow thickets, 0.07 of cattail marsh, 0.02 acre of coyote brush scrub, 0.07 acre of mule fat thickets, 0.07 acre of San Diego sunflower scrub, and 0.08 acre of sycamore trees. These impacts would be potentially significant (Impact BIO-3).	See mitigation measures MM-BIO-1 and MM-BIO-3 above.	Prior to any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/ Permits and Building Plans/ Permits, but prior to the first pre-construction meeting (MM-BIO-3) and Post-Construction (MM-BIO-1).	City of National City
Jurisdictional Wetlands and Waters. As identified in Biological Resources Section 4.3.4 of this EIR, the project would impact 1.23 acres of USACE/RWQCB non-wetland waters, 1.68 acres of waters of the State under RWQCB jurisdiction, and 2.49 acres of CDFW jurisdictional waters. These impacts would be potentially significant (Impact BIO-4).	**MM-BIO-4 Wetlands Restoration** Impacts to jurisdictional wetlands and waters shall be mitigated onsite by constructing a 4.39-acre earthen channel traversing the northwestern boundary of the project site and connecting to the existing storm drain that outlets to the Sweetwater River. This earthen channel shall recontour and redirect approximately 2,012 linear feet of the unnamed creek, preserve the existing drainage pattern and jurisdictional wetlands and waters resources where feasible, and mitigate temporary and permanent impacts through compensatory mitigation. Direct impacts on jurisdictional wetlands and waters shall be mitigated through implementation of the Habitat Mitigation and Monitoring Plan described in MM-BIO-1, resulting in habitat creation and restoration of higher quality than the habitat that is being impacted. Up to 0.49 acre of waters of the U.S. and an additional 0.60 acre of waters of the State is proposed for rehabilitation. Additionally, a total of 1.22 acres of CDFW jurisdictional waters is also proposed for rehabilitation. Restoration credits are proposed for the remainder of the restored channel. Up to 4.04 acres of waters of the U.S. and State and up to 4.72 acres of CDFW jurisdictional waters will be re-established. Mitigation may also be in the form of restoration and enhancement credits at an Approved Mitigation Bank. Final mitigation requirements will be determined through the approval process with the resource agencies.	Post-Construction.	City of National City
CULTURALAND TRIBAL CULTURAL RESOURCES			
Archeological and Tribal Cultural Resources. As discussed in the EIR, Section 4.4.4, the potential exists for earth work activities to unearth unknown archaeological and tribal cultural resources during construction. These impacts would be potential significant (Impact CUL-1).	**CUL-1: Archaeological Monitoring** An archaeological resources monitoring program shall be implemented, which shall include the following: 1. Prior to issuance of a grading permit, the applicant shall provide written verification to the City of National City that a qualified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the project archaeologist to the City. The City, prior to any preconstruction meeting, shall approve all persons involved in the monitoring program. 2. The qualified archaeologist and a Native American representative shall attend the pre-grading meeting with the grading contractors to explain and coordinate the requirements of the monitoring program. 3. During the original cutting of previously undisturbed deposits, the archaeological monitor(s), including a Native American monitor, shall be on-site full time to perform inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and any discoveries of prehistoric artifacts and features.	Prior to any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/ Permits and Building Plans/ Permits, but prior to the first pre-construction meeting.	City of National City

Table 10-1
Mitigation Monitoring and Reporting Program

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	4. Isolates and clearly non-significant deposits will be minimally documented in the field so the monitored grading can proceed. 5. In the event that previously unidentified cultural resources are discovered, the archaeologist shall have the authority to divert or temporarily halt ground disturbance operation in the area of discovery to allow for the evaluation of potentially significant cultural resources. The archaeologist shall contact the City project manager at the time of discovery. The archaeologist, in consultation with the project manager for the lead agency, shall determine the significance of the discovered resources. The lead agency must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the lead agency, then carried out using professional archaeological methods. 6. Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The archaeological monitor(s) shall determine the amount of material to be recovered for an adequate artifact sample for analysis. 7. All cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. 8. A report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include Department of Parks and Recreation (DPR) Primary and Archaeological Site Forms. 9. In the event of the discovery or recognition of any human remains, protocols and procedures noted in the Public Resources Code Section 5097.98, the California Government Code Section 27491, the Health and Safety Code Section 7050.5, and the County of San Diego Historical Resources Guidelines for the treatment of human remains encountered at archaeological sites will be followed, as summarized below: a. There shall be no further excavation or disturbance of the burial location and a reasonable distance around the burial until: i. A City official is contacted; ii. The coroner is contacted to determine that no investigation of the cause of death is required; and iii. If the coroner determines the remains are Native American, the coroner shall contact the NAHC within 24 hours. The NAHC shall identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD may make recommendations to the landowner or the City regarding the excavation work.		

Table 10-1
Mitigation Monitoring and Reporting Program

Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	b. Native American human remains and associated funerary items that are removed from the project area of potential effect may be reburied at a location mutually agreed upon by the City, the project applicant/developer, and the MLD. If reinternment of human remains cannot be accomplished at the time of discovery, the MLD shall either take temporary possession of the remains or identify a location for the temporary, but secure, storage of the remains. c. For the purposes of this document, human remains are defined as: i. Cremations including the soil surrounding the deposit; ii. Interments including the soil surrounding the deposit; or iii. Associated funerary items.		
PALEONTOLOGICAL RESOURCES			
Paleontological Resources. As discussed in Paleontological Resources Section 4.12.3, project excavation and grading within portions of the project site assigned a high paleontological resource sensitivity would have the potential to discover paleontological resources. These impacts would be potentially significant.	**PAL-1: Paleontological Monitoring** 1. Monitoring Plan Prior to any grading on any portion of the project site, a qualified paleontologist shall be retained by the City of National City (City) to prepare a Monitoring Plan. A qualified paleontologist is an individual with an MS or PhD in paleontology or geology who is familiar with paleontological procedures and techniques. No grading permits shall be issued until the monitoring plan has been approved by the Planning Director. 2. Pre-Grading Conference and Paleontological Monitor a. A qualified paleontological monitor shall be present at a pre-grading conference with the developer, grading contractor, and the environmental review coordinator. The purpose of this meeting will be to consult and coordinate the role of the paleontologist in the grading of the site. A qualified paleontologist is an individual with adequate knowledge and experience with fossilized remains likely to be present to identify them in the field and is adequately experienced to remove the resources for further study. b. A paleontologist or designate shall be present during those relative phases of grading as determined at the pre-grading conference. The monitor shall have the authority to temporarily direct, divert or halt grading to allow recovery of fossil remains. At the discretion of the monitor, recovery may include washing and picking of soil samples for micro-vertebrate bone and teeth. The developer shall authorize the deposit of any resources found on the project site in an institution staffed by qualified paleontologists as may be determined by the Planning Director. The contractor shall be aware of the random nature of fossil occurrences and the possibility of a discovery of remains of such scientific and/or educational importance which might warrant a long-term salvage operation or preservation. Any conflicts regarding the role of the paleontologist and/or recovery times shall be resolved by the Planning Director. 3. Fossil Recovery and Curation a. If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens (such as complete large mammal skeleton) may require an extended salvage period. In these instances the paleontologist (or paleontological monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site.	Prior to any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/ Permits and Building Plans/ Permits, but prior to the first pre-construction meeting.	City of National City

Table 10-1 Mitigation Monitoring and Reporting Program			
Potential Significant Impact	Mitigation Measure	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	b. Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged. c. Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall either be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum or retained by the City and displayed to the public at an appropriate location such as a library or City Hall. 4. Monitoring Report Prior to occupancy of any buildings a paleontological monitoring report shall be submitted to the Planning Director. This report shall describe all the materials recovered and provide a tabulation of the number of hours spent by paleontological monitors on the site.		

Chapter 11
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