Addendum to the Final Subsequent Environmental Impact Report for Project Refinements at the Nobel Drive Station

State Clearinghouse No. 2010051001

May 1, 2018

Prepared by SANDAG
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for Project Refinements at the Nobel Drive Station
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Prepared by:
The San Diego Association of Governments (SANDAG)
Mid-Coast Corridor Transit Project Addendum to the Final Subsequent Environmental Impact Report for Project Refinements at the Nobel Drive Station

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The environmental impacts, alternatives, and feasible mitigation associated with the Mid-Coast Corridor Transit Project were evaluated in the Mid-Coast Corridor Transit Project Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) (San Diego Association of Governments [SANDAG], 2014a). SANDAG served as the California Environmental Quality Act (CEQA) lead agency for the Final SEIR. On November 21, 2014, the SANDAG Board of Directors certified the Final SEIR and adopted the CEQA Findings of Fact, the Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program (Resolution No. RTC 2015-03) prior to approving the Mid-Coast Corridor Transit Project (Resolution No. RTC 2015-04). A Notice of Determination was filed with the San Diego County Clerk on November 21, 2014, and with the Governor's Office of Planning and Research on November 24, 2014.

This addendum satisfies Sections 15162 and 15164 of the CEQA Guidelines by disclosing the changes and additions to the project with substantial evidence to enable the agency to determine if substantial changes have occurred that would necessitate major revisions to the SEIS/SEIR, and whether new information of substantial importance has led to new significant impacts or a substantial increase in the severity of previously identified impacts.

SANDAG proposes to make minor changes (refinements) to the Nobel Drive Station associated with the Mid-Coast Corridor Transit Project. The purposes of this Addendum are to describe the proposed minor changes to the project and to document compliance with CEQA Section 21166 and CEQA Guidelines Section 15162. Pursuant to Section 15164, this Addendum is appropriate because only minor technical changes and additions are necessary and none of the conditions described in Section 15162 have occurred. This Addendum provides the documentation for SANDAG’s reasoned conclusion based on substantial evidence in light of the whole record that the revised project as described herein does not create any of the conditions in CEQA Section 21166 and CEQA Guidelines Section 15162 requiring preparation of a Subsequent or Supplemental EIR. SANDAG evaluated the proposed work described within this Addendum under each of the impact categories in the Final SEIR. No new significant impacts would result from the project refinements and none of the previously identified significant environmental effects would substantially increase in severity; the impact conclusions in the Final SEIR remain unchanged. The environmental effects of the refinements described herein remain consistent with the Final SEIR Findings of Fact and Statement of Overriding Considerations, and the mitigation measures outlined in the Mitigation Monitoring and Reporting Program (Resolution No. RTC 2015-03) would mitigate potential impacts from the project refinements. Accordingly, SANDAG reaffirms the Findings of Fact and Statement of Overriding Considerations adopted by the SANDAG Board of Directors on November 21, 2014. The documents and other materials that constitute the administrative record that were considered during preparation of the Addendum to the Final SEIR include, but are not limited to, the Final SEIR for the approved project, all appendices and technical studies, comments submitted, reports, and public notices issued by SANDAG in conjunction with the project. This Addendum will be maintained in the administrative record files at SANDAG located at 401 B Street, Suite 800, San Diego, California 92101.
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Acronyms and Abbreviations

The following acronyms, initialisms, and short forms are used in this report.

- **BMP** | Best Management Practices
- **Caltrans** | California Department of Transportation
- **CEQA** | California Environmental Quality Act
- **EIR** | Environmental Impact Report
- **EMF** | electromagnetic field
- **FTA** | Federal Transit Administration
- **GHG** | greenhouse gas
- **I-** | Interstate
- **LOS** | level of service
- **MTS** | Metropolitan Transit System
- **NCTD** | North County Transit District
- **OTTC** | Old Town Transit Center
- **ROD** | Record of Decision
- **SANDAG** | San Diego Association of Governments
- **SEIS/SEIR** | Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report
- **TPSS** | traction power substation
- **UCSD** | University of California, San Diego
- **UTC** | University Towne Centre
1.0 INTRODUCTION

1.1 Purpose and Scope of Addendum

The San Diego Association of Governments (SANDAG) and the Federal Transit Administration (FTA) completed the Mid-Coast Corridor Transit Project Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) (SANDAG, 2014a) in the fall of 2014. As the National Environmental Policy Act Lead Agency, FTA signed the Record of Decision (ROD) for the project on October 15, 2014, and issued the Notice of Availability of the combined Final SEIS and ROD on November 7, 2014, thus completing the National Environmental Policy Act review of the project. As the California Environmental Quality Act (CEQA) Lead Agency, the SANDAG Board of Directors certified the Final SEIR and adopted the Findings of Fact, the Statement of Overriding Considerations, and the Mitigation and Monitoring Reporting Program on November 21, 2014, completing the CEQA review of the project. A Notice of Determination was filed with the San Diego County Clerk on November 21, 2014, and with the Governor’s Office of Planning and Research on November 24, 2014.

Section 15162 of the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.) provides that after certification of an environmental impact report (EIR), a subsequent or supplemental EIR is prohibited unless the agency determines that there are substantial changes in the project or circumstances requiring major revisions to the EIR due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects, or new information that involves “new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” Per Section 15163, when one or more of the conditions described in Section 15162 are satisfied, a supplemental EIR containing only the information required to make the prior EIR adequate for the project may be prepared if only minor additions or changes would be necessary to make the previous EIR adequately apply to the project. Per Section 15164 of the CEQA Guidelines, an agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the aforementioned conditions that warrant preparation of a subsequent EIR are met.

Since the certification of the Final SEIR, SANDAG has made refinements to the Nobel Drive Station, including developing the final construction phasing and temporary and permanent easements required for the station in coordination with the property owner. The Nobel Drive Station will be located within the La Jolla Village Square shopping center property at 8657 Villa La Jolla Drive in the City of San Diego, California (Figure 1-1). This property is bounded by Interstate (I-) 5 on the east, Nobel Drive on the north, Villa La Jolla Drive and Via Mallorca on the west, and a condominium community on the south.
With respect to the Nobel Drive Station and parking structure, Section 2.3.4 of the Final SEIS/SEIR stated that “Coordination with the property owner will continue through the design process, and the ultimate configuration of the parking structure may affect fewer or more existing parking spaces. Regardless, the parking structure would include 260 transit parking spaces and replacement spaces for all existing surface parking spaces affected by the project footprint.” The project refinements were developed in consultation with the property owner and include a change to the size and configuration of the joint-use parking structure, modifications to the shopping center main driveway from Nobel Drive, and the addition of a new right in/right out driveway off Nobel Drive. Additionally, through further coordination with the construction contractor, the construction phasing has been refined to minimize construction-related impacts to the shopping center. As a result of these refinements, the permanent and temporary easements required on the property have been modified from what was described in the Final SEIS/SEIR. Based on the results of the evaluation, these refinements (i.e., change in parking structure size and configuration, driveway modifications, new right in/right out driveway, changes in construction phasing, and property acquisitions) would not result in new significant impacts or increase the severity of impacts identified in the Final SEIS/SEIR.
1.2 Project Description

The Mid-Coast Corridor Transit Project will extend the Trolley Blue Line from Santa Fe Depot in Downtown San Diego to the University Towne Centre (UTC) Transit Center in University City. The project will use the existing Trolley tracks for approximately 3.5 miles, from Downtown San Diego to north of the Old Town Transit Center (OTTC) and south of the San Diego River. The Trolley Blue Line trains will share the existing tracks with the Trolley Green Line trains. The only improvements included in the project south of the OTTC are upgrades to the existing systems, including the signaling system and traction power system to accommodate the increase in Trolley service.

North of the OTTC, the project will include construction of 10.9 miles of new double track that will extend from south of the San Diego River to the terminus at the UTC Transit Center. The new extension will follow the Los Angeles–San Diego–San Luis Obispo Rail Corridor Agency tracks within existing Metropolitan Transit System (MTS) and City of San Diego right-of-way from south of the San Diego River to north of the I-5/State Route 52 interchange. The alignment will then leave the MTS right-of-way and parallel the east side of the I-5 corridor traveling north partially within California Department of Transportation (Caltrans) right-of-way and partially on private property. South of Nobel Drive, the alignment will transition to an aerial structure and cross over to the west side of I-5. From Nobel Drive, the alignment will continue north to the University of California, San Diego (UCSD) West Campus, cross back over to the east side of I-5 and along the south side of Voigt Drive to Genesee Avenue, and continue south in the median of Genesee Avenue to the UTC Transit Center.

The project includes 9 new stations (4 at grade and 5 elevated); 5 park-and-ride facilities with 1,170 parking spaces; 13 new traction power substations (TPSSs), including 2 between Santa Fe Depot and the OTTC; and 36 new low-floor light rail transit vehicles. No new maintenance facilities are required. New stations will be located at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, the Veterans Administration Medical Center, UCSD West, UCSD East, Executive Drive, and the UTC Transit Center. Figure 1-2 shows the project alignment and station locations.

With the extension of the Trolley Blue Line from Santa Fe Depot to the UTC Transit Center, continuous service will be provided from the San Ysidro Transit Center at the U.S.–Mexico international border to University City. The service will be provided every 7.5 minutes during peak and midday off-peak periods in 2030. In the opening year, service will be provided every 15 minutes during peak and midday off-peak periods.
Figure 1-2. Mid-Coast Corridor Transit Project

Source: SANDAG, 2016
1.3 **Description of Refinements**

The Nobel Drive Station will be located within the La Jolla Village Square shopping center parking lot at 8657 Villa La Jolla Drive in the City of San Diego, California (Figure 1-1). A site plan for the station is shown in Figure 1-3. The location of the aerial guideway and station platform remain unchanged since the Final SEIS/SEIR. The following sections describe the refinements made to the station site, construction phasing, and temporary and permanent easements.

1.3.1 **Refinements to Station Site**

Consistent with the Final SEIS/SEIR, the Nobel Drive Station will include a joint-use parking structure with 260 parking spaces for transit users and replacement parking for all surface spaces lost as a result of the project. The number of transit parking spaces at this station is based on forecasts of demand for the Final SEIS/SEIR horizon year 2030. All forecasted demand will be accommodated, and no spillover transit-related parking to other portions of the shopping center parking is anticipated. Moreover, the Final SEIS/SEIR also committed to providing replacement parking for the shopping center parking spaces affected by the project such that there will be no net loss of parking as a result of the project features. The Draft SEIS/SEIR identified a four-story joint-use parking structure with approximately 600 spaces, of which 340 spaces were replacement parking for the surface parking spaces required for construction of the station and joint-use parking structure and 260 spaces were for transit users. At the time of the Final SEIS/SEIR, the joint-use parking structure was anticipated to have a total capacity of approximately 800 spaces, of which 540 spaces were replacement parking and 260 spaces were for transit users. Section 2.3.4 of the Final SEIS/SEIR indicated that “coordination with the property owner will continue through the design process; and the ultimate configuration of the parking structure may affect fewer or more existing parking spaces. Regardless, the parking structure would include 260 transit parking spaces and replacement spaces for all existing surface parking spaces affected by the project footprint.” In addition, Section 2.4.2 of the Final SEIS/SEIR identified that “a portion of the existing surface parking lot at the shopping center would be resurfaced and restriped.”

Since certification of the Final SEIR, SANDAG has coordinated extensively with representatives of the property owner to determine the most efficient size and location of the joint-use parking structure in an effort to minimize impacts to the shopping center. As a result of this coordination, the refined footprint of the joint-use parking structure is substantially smaller than what was described in the Final SEIS/SEIR (the footprints of both joint-use parking structures, including dimensions, are shown in Figure 1-4). Specifically, the length of the structure has decreased from a maximum length of approximately 735 feet in the Final SEIS/SEIR to approximately 351 feet with the refined design. Because the joint-use parking structure footprint has decreased, fewer retail parking spaces would be affected. As a result, this reduces the number of replacement parking spaces required and also the overall capacity of the structure. Specifically, the capacity of the joint-use parking structure has decreased from 800 spaces in the Final SEIS/SEIR to 468 spaces, of which 260 parking spaces are for transit users, 3 parking spaces are for MTS use, and the remaining 205 spaces are replacement parking for the
surface parking spaces at the shopping center\(^1\). This replacement parking would be located on the surface level of the parking lot and approximately half of the first story of the structure, with the remaining stories providing parking for transit passengers. While the footprint of the structure has decreased, the height of the structure has increased by one story, from three stories with ground-level parking as described in the Final SEIS/SEIR to four stories with ground-level parking (note: the parking structure in the Draft SEIS/SEIR was a four-story structure). Consistent with the Final SEIS/SEIR, the surface parking lot would be resurfaced/restriped after construction.

Consistent with the Final SEIS/SEIR, access to the station would continue to be from Nobel Drive at the main shopping center driveway. Through coordination with representatives of the property owner, modifications have been identified to the driveway to improve circulation within the shopping center parking lot. These improvements include modifying the inbound lanes from two lanes (right turn and through/left) to three lanes (right turn, through, and left turn, Figure 1-5). The geometry of the outbound lanes would remain unchanged, although the right-turn lane would be lengthened.

Through coordination with representatives of the property owner, a right in/right out driveway from Nobel Drive, located between the main shopping center driveway and Villa La Jolla Drive, has been added to the project. This driveway was not required as part the project but was added to provide improved circulation through the shopping center parking lot. This driveway is shown in Figure 1-3. Representatives on behalf the property owner have conducted the necessary traffic studies and coordinated the addition of this driveway with the City of San Diego. The city concurred with the addition of the driveway pending the completion of traffic studies to demonstrate that there would not be adverse traffic impacts. The results of the traffic study are described in Section 2.2.1.

\(^1\) Final design of the parking structure is still underway. The total capacity of the parking structure may change slightly as design of the structure advances; however, the dimensions of the structure are not anticipated to change in a manner that would affect the conclusions of this addendum.
Figure 1-3. Nobel Drive Station with Proposed Refinements

Source: SANDAG, 2017
Figure 1-4. Joint-Use Parking Structure – Final SEIS/SEIR and Proposed

Source: SANDAG, 2017
1.3.2 Construction Phasing

The construction contractor has made every effort feasible to reduce construction-related impacts at La Jolla Village Square shopping center. Construction on the site is anticipated to begin in March 2018 and be completed by December 2021. As part of this effort, construction at this site would be completed in eight phases, as described in the following text. Note: while the construction activities on the shopping center property have been divided into phases, the phases may not be constructed in the sequence shown. The text below describes the latest completion date for each phase and specifies where phases would occur concurrently, as known at this time. Figures depicting each phase/subphase, including temporary access easements that would not affect public use, are included in Appendix A of this Addendum.

- Phase 1: Phase 1 of construction would occur for a period of eight weeks at night (between 9:00 p.m. and 5:00 a.m.) and involves the construction of the right in/right out driveway. This phase also includes the temporary closure of one eastbound lane on Nobel Drive and the adjacent sidewalk on Nobel Drive adjacent to the temporary easement. A temporary easement of 15,850 square feet would be required during this phase. This phase would occur concurrently with Phase 2 (Phases 2A, 2B, and 2C) and would be completed at any time prior to December 31, 2021.

- Phase 2: Phase 2 is comprised of Phase 2A, 2B, and 2C; these phases would occur concurrently with Phase 1 and would be completed at any time prior to December 31, 2021:
Phase 2A: Phase 2A of construction would occur for a period of four weeks at night (between 9:00 p.m. and 5:00 a.m.) and involves improvements and modifications to the outbound lanes for the existing main driveway from Nobel Drive and establishing a laydown area. Portions of the driveway would remain open at all times. A temporary easement of 36,642 square feet would be required during this phase.

Phase 2B of construction would occur for a period of four weeks at night (between 9:00 p.m. and 5:00 a.m.) and involves reconfiguring the median within the existing main driveway from Nobel Drive. Portions of the driveway would remain open at all times. A temporary easement of 36,642 square feet would be required during this phase.

Phase 2C of construction would occur for a period of eight weeks at night (between 9:00 p.m. and 5:00 a.m.) and involves improvements and modifications to the inbound lanes for the existing main driveway from Nobel Drive, including construction of a retaining/gravity wall and reconfiguring travel lanes. Portions of the driveway would remain open at all times. A temporary easement of 36,642 square feet would be required during this phase.

Phase 3: Phase 3 of construction would occur for a period of four weeks and involves preparatory work in advance of constructing the guideway viaduct and station. Examples of preparatory work include restriping and reconfiguring portions of the existing surface parking lot, establishing an equipment laydown location and fenced area, and installing striping for new parking spaces and travel lane configurations. A temporary easement of 124,492 square feet would be required during this phase. This phase would be completed no later than December 31, 2018.

Phase 4: Phase 4 is comprised of Phase 4A, 4B, and 4C:

- Phase 4A of construction would occur for a period of 36 months and involves constructing the viaduct and station. A temporary easement of 104,215 square feet would be required during this phase. Phase 4A would be completed no later than December 31, 2021.

- Phase 4B of construction would occur for a period of four weeks at night (from 9:00 p.m. to 5:00 a.m.) and involves preparatory work in advance of constructing the joint-use parking structure, including restriping and reconfiguring portions of the existing surface parking lot and installing striping for new parking spaces and travel lane configurations. A temporary easement of 45,769 square feet would be required during this phase. Phase 4B would be constructed concurrently with Phase 4A and would be completed no later than November 20, 2020, and must be completed prior to Phase 4C.

- Phase 4C of construction would occur for a period of nine months between either January 7, 2019 to November 22, 2019 or between January 6, 2020 to November 20, 2020 to minimize impacts during the holiday season, consistent with requirements in the Final SEIS/SEIR. This phase would be constructed concurrently with Phase 4A and would occur after Phase 4B. This phase involves constructing the joint-use parking structure. At the end of this phase, SANDAG would open the parking structure to the shopping center. Once the
parking structure is opened to the shopping center, there would be no temporary impacts to parking. A temporary easement of 80,060 square feet would be required during this phase.

- Phases 5 through 8 of construction would each occur for a period of eight weeks and involve restriping and reconfiguration of a portion of the parking lot. These phases would not occur between November 15 of any one year and January 5 of the next year to minimize impacts during the holiday season, consistent with requirements in the Final SEIS/SEIR. Temporary easements during these phases would range from 38,942 square feet (Phase 5) to 86,379 square feet (Phase 7). Each of these phases would take place after Phase 4C and would be completed no later than November 15, 2021.

1.3.3 Refinements to Temporary and Permanent Easements

The Final SEIS/SEIR included a temporary easement on the subject property of 160,986 square feet (Table 1-1). The temporary easement reflected the maximum area that would be temporarily affected by construction of the project. Permanent easements would also be used during construction.

Table 1-1. Property Easements at La Jolla Village Square Shopping Center (in Square Feet)

<table>
<thead>
<tr>
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<th>Final SEIS/SEIR</th>
<th>Proposed</th>
<th>Change from Final SEIS/SEIR</th>
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<tbody>
<tr>
<td>Temporary</td>
<td>160,986</td>
<td>124,492</td>
<td>-36,494</td>
</tr>
<tr>
<td>Permanent</td>
<td>179,489</td>
<td>163,668</td>
<td>-15,821</td>
</tr>
</tbody>
</table>

Source: SANDAG, 2017

Since completion of the Final SEIS/SEIR, the construction contractor has modified construction phasing to minimize impacts to the shopping center. Appendix A of this Addendum identifies the temporary easement required during each phase of project construction (refer to Section 1.3.2 for a description of the phases). The maximum area that would be affected during any one phase would be 124,492 square feet (Phase 3). The proposed temporary easement is 36,494 square feet smaller than the temporary easement included in the Final SEIS/SEIR.

A permanent easement of 179,489 square feet was identified on this site in the Final SEIS/SEIR (Table 1-1). The permanent easement has been refined and now totals 163,668 square feet, which is 15,821 square feet smaller than what was shown in the Final SEIS/SEIR. The permanent easements in the Final SEIS/SEIR and proposed in this Amendment are shown in Figure 1-6. The reduction is attributed to the smaller footprint associated with the joint-use parking structure.
Figure 1-6. Permanent Easements – Final SEIS/SEIR and Proposed

Source: SANDAG, 2017
2.0 TRANSPORTATION AND ENVIRONMENTAL EVALUATION OF THE PROJECT REFINEMENTS

This section presents the transportation and environmental evaluation of the direct and indirect short-term, long-term, and cumulative impacts for the project refinements described in Section 1.3. This evaluation was conducted pursuant to CEQA and addresses the thresholds of significance established in the Final SEIR. For each of the subsections that follow, the CEQA thresholds of significance from the Final SEIR are presented along with the evaluation of the project refinements. The results of this evaluation are based on changes in project impacts, if any, from those previously assessed in the Final SEIR. A determination regarding consistency with the conclusions in the Final SEIR is also provided. The Addendum findings presented below are specific to the project refinements. Unless otherwise noted, implementation of the project refinements would not affect the mitigation measures or project measures identified in the Final SEIR and Mitigation Monitoring and Reporting Program.

2.1 Transportation—Transit System

2.1.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on the transit system:

Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the transit system and relevant components of the transit system?

Final SEIR Finding (Project): No Impact
Addendum Finding (Refinements): No Impact

The Final SEIR determined that the project would improve overall transit performance and would be consistent with adopted policies, plans and programs, including SANDAG’s 2030 San Diego Regional Transportation Plan: Pathways for the Future (2030 RTP) (SANDAG, 2007) and SANDAG and MTS evaluation criteria (as described in the Coordinated Plan 2010–2014 [SANDAG, 2010] and Policies and Procedures Number 42: Transit Service Evaluation and Adjustment [MTS, 2007]). The project refinements would not change the number of transit parking spaces provided at the Nobel Drive Station or otherwise affect the provision of transit at this station. As such, the system ridership and project benefits identified in the Final SEIR remain unchanged. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determinations in the Final SEIR remain unchanged.

For example, if the Final SEIR identified “Less than Significant Impact” and the Addendum states “No Impact,” it means the project refinements do not have any impact in and of themselves. It does not mean that the impact stated in the Final SEIR has changed.
Would the project conflict with adopted policies, plans, or programs regarding public transit or otherwise decrease the performance of such facilities?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

The Final SEIR determined that the project would improve overall transit performance and would be consistent with adopted policies, plans, and programs regarding public transit. The project refinements would not conflict with adopted policies, plans, or programs regarding transit service. Additionally, the project refinements are located within a shopping center parking lot and would not affect the performance of transit facilities, including the Nobel Drive Station. The project refinements are consistent with and support UCSD’s transit program, Universal Pass (U-Pass), approved by referendum in the Spring of 2014 and effective from the Fall semester of 2014, for all registered students that grants access to all bus and light rail routes in the San Diego region (UCSD, 2014). Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determinations in the Final SEIR remain unchanged.

2.1.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on the transit system:

Would project construction impact transit performance (e.g., increase travel time or reduce service coverage)?

Final SEIR Finding: Significant Impact after Mitigation
Addendum Finding: Less-Than-Significant Impact

The Final SEIR identified significant and unmitigated impacts to the Trolley Green Line and MTS, North County Transit District, and UCSD buses due to longer travel times, detours, and relocated bus stops. The refinements would not impact the Trolley Green Line. A bus stop served by MTS and the North County Transit District (NCTD) buses is located on Nobel Drive adjacent to the main shopping center driveway. Every effort would be made to maintain this bus stop during construction of the project refinements, including during the temporary closure of one eastbound lane on Nobel Drive. Consistent with requirements in the Final SEIR, coordination would occur with MTS and NCTD if the bus stop needs to be temporarily relocated to minimize impacts to transit passengers. Therefore, the project refinements would result in less-than-significant impacts on MTS and NCTD buses serving the bus stop adjacent to the shopping center.

2.2 Transportation—Freeway and Roadway System

2.2.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on the freeway and roadway system:
Threshold 1: Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, the project refinements would continue to support the goals and policies of the 2030 RTP, San Diego Forward: The Regional Plan (SANDAG, 2016c), and the City of San Diego General Plan (City of San Diego, 2008). The only new element on the station site associated with the project refinements is the right in/right out driveway located between the main shopping center driveway and Villa La Jolla Drive. Representatives of the shopping center have consulted with the City of San Diego regarding the addition of this driveway. The city concurred with the addition pending the completion of traffic studies to demonstrate that there would not be adverse traffic impacts. As discussed further under Thresholds 2 and 3, below, the traffic studies concluded that there would not be adverse impacts as a result of this new driveway (Linscott, Law & Greenspan Engineers, 2017). Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination for Threshold 1 remains unchanged.

The performance of freeways, freeway interchanges, roadways, and intersections with implementation of the project refinements are discussed under Thresholds 2 and 3, below.

Threshold 2: Would the project result in any intersection, roadway segment, or freeway segment operating at LOS D or better, to operate at LOS E or F or cause any ramp meter delays to exceed 15 minutes?

Threshold 3: Would the project impact any intersection, roadway segment, or freeway segment operating at LOS E or F under existing or cumulative conditions? If yes, then the impact would be significant if it exceeds the thresholds in Table 3-28 of the Final SEIS/SEIR.

Final SEIR Finding: Less-Than-Significant Impact (Freeway Segments, Freeway Interchanges), Significant Impact (Certain Roadways, Intersections)
Addendum Finding: No Impact (Freeway Segments, Freeway Interchanges, Roadways, Intersections)

The Final SEIR found less-than-significant impacts to freeway segments and freeway interchanges throughout the study area. The Final SEIR identified significant impacts to roadways and intersections; however, these significant impacts were not in proximity to the Nobel Drive Station. For the four intersections and two roadways in proximity to the Nobel Drive Station, the Final SEIR identified less-than-significant impacts. The intersections are: Nobel Drive at Villa La Jolla Drive, Nobel Drive at La Jolla Village Square (the main shopping center driveway), Nobel Drive at the I-5 southbound on-
ramp, and Nobel Drive at the I-5 northbound off-ramp. The roadways are Nobel Drive and Villa La Jolla Drive.

The following project refinements have the potential to affect freeway segments, freeway interchanges, roadways, and intersections: the joint-use parking structure, the modifications to the main shopping center driveway, and the new right in/right out driveway.

The refined joint-use parking structure would continue to provide 260 transit parking spaces plus sufficient replacement parking so there is no net loss of parking to the shopping center as a result of the project. Therefore, the number of vehicles accessing and departing from this site remains unchanged from the Final SEIR. The traffic analysis completed for freeway segments, freeway interchanges, roadways, and intersections in proximity to the Nobel Drive Station identified no adverse impacts to these elements of the roadway system as a result of the project. Because the number of vehicles accessing and departing from the site remains unchanged, the joint-use parking structure would not have an adverse impact on the roadway system.

The project refinements include reconfiguring the inbound lanes on the main driveway into the shopping center off Nobel Drive from two lanes (right turn and through/left) to three lanes (right turn, through, and left turn) to improve circulation within the shopping center. This refinement does not affect operation of the intersection of Nobel Drive and the shopping center driveway or the roadway. The refinement has no effect on the operation of freeway segments or interchanges.

Representatives of the property owner completed a traffic study (Linscott, Law & Greenspan Engineers, 2017) for the new right in/right out driveway. The study examined p.m. peak hour level of service and found that the new driveway would operate at level-of-service (LOS) B, which is considered an acceptable level of service by the City of San Diego. Additionally, the study found that the adjacent intersections at Nobel Drive at Villa La Jolla Drive and Nobel Drive at the La Jolla Village Square shopping center driveway would continue to operate at acceptable levels of service (LOS C for both intersections). Delay at the main shopping center driveway would actually decrease with the addition of the driveway. As a result, the addition of the right in/right out driveway would not affect intersections or the roadway system. The new driveway has no effect on operation of freeway segments or interchanges.

Therefore, consistent with the Final SEIR, the project refinements would have no impact to freeway segments and freeway interchanges. The project refinements would have less-than-significant impacts to roadways and intersections adjacent to the La Jolla Village Square shopping center.

Threshold 4: Would the project result in a substantial restriction in access to publicly or privately owned land?

Final SEIR Finding: No Impact
Addendum Finding: No Impact
Consistent with the Final SEIR, the project refinements would not restrict access to the La Jolla Village Square shopping center. Rather, the refinements would enhance circulation within the shopping center property through the reconfigured driveway and new right in/right out driveway. Consistent with the Final SEIR, parking spaces affected by construction of the project would be replaced within the joint-use parking structure. The project also continues to provide enhanced transit service between University City and the OTTC, including through the provision of a transit station within this shopping center property. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination for Threshold 4 remains unchanged.

**Threshold 5: Would the project increase traffic hazards to motor vehicles, bicyclists or pedestrians due to proposed non-standard design features (e.g., poor sight distance, proposed driveway onto an access-restricted roadway)?**

- Final SEIR Finding: No Impact
- Addendum Finding: No Impact

Consistent with the Final SEIR, the project refinements would not increase traffic hazards. The modifications to the main shopping center driveway and new right in/right out driveway have been designed consistent with all applicable City of San Diego design standards. Additionally, there would be sufficient sight distance at the location of the new driveway. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination for Threshold 5 remains unchanged.

**Threshold 6: Would the project result in inadequate emergency access?**

- Final SEIR Finding: Less-Than-Significant Impact
- Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, the project refinements have been designed such that emergency access would not be hindered as fire lanes would be maintained. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination for Threshold 6 remains unchanged.

### 2.2.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on the freeway and roadway system:

**Would project construction substantially impede or slow traffic movement?**

- Final SEIR Finding: Significant Impact
- Addendum Finding: Less-Than-Significant Impact
The Final SEIR stated that construction of the project would result in significant impacts on roadways and intersections resulting from continuous closures as well as intermittent off-peak and nighttime closures.

Access to the shopping center by construction equipment and personnel would occur through the shopping center driveway off Via Mallorca or through Caltrans right-of-way. The only construction-related impacts to the main shopping center driveway from Nobel Drive would occur during construction of the driveway modifications. As stated in Section 1.3.2, the modifications to the driveway would be constructed under Phases 2A, 2B, and 2C. Construction of these phases would occur at night outside of main shopping center operating hours between 9:00 p.m. and 5:00 a.m. and a portion of the driveway would remain open at all times. Therefore, traffic movement to and from the shopping center would not be substantially impeded.

Only construction of the new right in/right out driveway would affect local roads during construction. Construction of the other refinements (modifications to the driveway and joint-use parking structure) would occur entirely within the shopping center property and, therefore, would not affect local roads. Construction of the new driveway would require the temporary closure of one lane in the eastbound direction on Nobel Drive during construction; it is anticipated that this closure would be limited to nighttime hours between 9:00 p.m. and 5:00 a.m. The other traffic lane in the eastbound direction at this location would remain open. Therefore, the construction of the new driveway and corresponding temporary lane closure would not substantially impede or slow traffic.

Because the project refinements would not require full roadway or intersection closures, construction of the project refinements would not cause new impacts or increase the severity of the significant impacts identified in the Final SEIR. Therefore, construction of the project refinements would have a less-than-significant impact on traffic movement during construction.

2.3 Transportation—Bicycle and Pedestrian System

2.3.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for long-term impacts of the project on the bicycle and pedestrian system:

Would the project conflict with adopted policies, plans, or programs regarding bicycle or pedestrian facilities, or otherwise decrease the performance of such facilities?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements would not result in permanent removal of bicycle or pedestrian facilities. The sidewalk on the south side of Nobel Drive in the vicinity of the new right in/right out driveway would be closed temporarily but would be restored upon the completion of construction for the new driveway. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
Chapter 2.0 - Transportation and Environmental Evaluation of the Project Refinements

2.3.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on the bicycle and pedestrian system:

Would project construction remove pedestrian and/or bicycle facilities?

Final SEIR Finding: Less-Than-Significant Impact with Mitigation (Rose Canyon Bicycle Path)
Addendum Finding: Less-Than-Significant Impact

The Final SEIR concluded that impacts to pedestrian and bicycle facilities would not be significant due to the provision of detours. A significant impact was identified to the Rose Canyon Bicycle Path; however, with mitigation, impacts would be less-than-significant.

Construction of the new right in/right out driveway during Phase 1 of construction would require the temporary closure of the sidewalk on the south side of Nobel Drive. Pedestrian access would remain along the north side of the road, thereby maintaining pedestrian access along this street. The sidewalk would be restored and reopened during Phase 1 of construction. Construction of the modifications to the main shopping center driveway from Nobel Drive would not require the temporary or permanent closure of the sidewalks along Nobel Drive. The sidewalks within the shopping center property along the driveway would be temporarily closed during construction; however, construction would be phased such that access is provided along at least one side of the driveway at all times. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.4 Transportation—Parking

2.4.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for long-term impacts of the project on parking:

Would the project substantially affect parking supply?

Final SEIR Finding: Less-Than-Significant Impact (On- and Off-Street Parking)
Addendum Finding: No Impact (On-Street Parking), Less-Than-Significant Impact (Off-Street Parking)

The project refinements would have no impact on on-street parking because there are no on-street parking spaces along Nobel Drive in this location.

The Final SEIR included a commitment to provide replacement parking within a joint-use parking structure to offset off-street parking spaces lost due to construction of the project. Based on the design of the joint-use parking structure and other station features (e.g., guideway), it was anticipated during preparation of the Final SEIR that 540
replacement parking spaces would be required within this parking structure to offset the loss associated with the project.

As shown in Figure 1-4, the footprint of the joint-use parking structure is substantially smaller than the Final SEIS/SEIR design; therefore, fewer parking spaces need to be replaced. Specifically, as a result of the change in design, replacement parking has decreased from 540 spaces to 205 spaces.

The addition of the right in/right out driveway would require the permanent removal of seven parking spaces. SANDAG will make every effort to incorporate these spaces within the parking structure. Consistent with the Final SEIR commitments, the parking structure would include replacement parking spaces for all spaces lost as a result of project features. However, as the right in/right out driveway is being included at the request of the property owner and is not required to offset impacts to the project, it is not considered to be a project feature and SANDAG is not obligated to replace this parking to meet the requirements established in the Final SEIR.

Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact to off-street parking under this threshold and the impact determination remains unchanged.

### 2.4.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for construction-related impacts of the project on parking:

**Would project construction substantially affect parking supply?**

<table>
<thead>
<tr>
<th>Final SEIR Finding</th>
<th>Addendum Finding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Significant Impact</td>
<td>Significant Impact, No Change or a Potential Reduction in Severity</td>
</tr>
</tbody>
</table>

The Final SEIR identified significant impacts to off-street parking during construction of the project. For La Jolla Village Square shopping center, the Final SEIR identified a maximum, temporary loss of 512 parking spaces. The Final SEIR committed SANDAG to working with the property owner and construction contractor to develop an approach to minimize the loss of parking while maintaining needed construction access. One such scenario to minimize parking loss was to allow the shopping center to utilize parking in the joint-use parking structure once it was constructed. The Final SEIR also stated that the contractor would minimize the footprint of parking impacts during the November-to-January shopping season.

Extensive effort has been made by the construction contractor to implement the requirements of the Final SEIR to the extent practicable. As stated in Section 1.3.2, construction of the joint-use parking structure (Phase 4C) is the phase that would affect the largest area and would occur for nine months between January and November of either 2019 or 2020 to minimize impacts during the holiday shopping season. Upon the conclusion of this phase, the shopping center would be able to utilize parking within the structure, at which time there would no longer be temporary impacts to off-street parking.
Construction Phases 5 through 8 involve restriping and resurfacing the parking lot; none of these phases are permitted to occur between November and January in a further attempt to minimize temporary parking impacts during the holiday shopping season. The timing of the construction phases has been coordinated with representatives of the property owner. The construction contractor would not impact more than 512 parking spaces during any phase of construction, including phases that overlap (e.g., Phase 1 and Phase 2). Depending on how the phases overlap and when the parking structure is completed, it is possible that the temporary maximum loss of parking could be less than what was identified in the Final SEIR.

Construction of the project refinements would continue to result in a temporary, significant impact to off-street parking; however, the severity of this impact would not increase from what was described in the Final SEIR and could be reduced if the number of parking spaces affected at any one time is less than 512.

**Would project construction impede emergency access?**

- Final SEIR Finding: Less-Than-Significant Impact
- Addendum Finding: Less-Than-Significant Impact

Construction of the project refinements would not affect on-street emergency access nor would it affect the roadway system in a manner that would impede the provision of emergency services. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

### 2.5 Transportation—Freight

#### 2.5.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for long-term impacts of the project on freight:

**Would the project impede or slow the transport of freight?**

- Final SEIR Finding: No Impact (Rail Freight), Less-Than-Significant Impact (Vehicular Freight)
- Addendum Finding: No Impact (Rail Freight), Less-Than-Significant Impact (Vehicular Freight)

The project refinements would have no effect on the movement of rail freight as the refinements are not located in proximity to active rail lines. Therefore, the Final SEIR finding under this threshold for rail freight remains unchanged.

The project refinements would not affect vehicular freight because, as discussed in Section 2.2.1, the refinements would not result in significant impacts on the roadway system. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact to vehicular freight under this threshold and the impact determination remains unchanged.
2.5.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on freight:

*Would project construction impede or slow the transport of freight?*

- **Final SEIR Finding:** Less-Than-Significant Impact
- **Addendum Finding:** Less-Than-Significant Impact

As stated in Section 2.2.2, access to the shopping center by construction equipment and personnel would occur through the shopping center driveway off Via Mallorca or Caltrans right-of-way. The only construction-related impacts to the main driveway of the shopping center from Nobel Drive would occur during construction of the driveway modifications; however, a portion of the driveway would remain open at all times, including nighttime, during construction. As such, freight deliveries to the shopping center would be accommodated at all times during construction. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.6 Land Use Plans and Policies

2.6.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on land use:

*Would the project 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, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

- **Final SEIR Finding:** Less-Than-Significant Impact
- **Addendum Finding:** Less-Than-Significant Impact

The project refinements remain consistent with the project as evaluated in the Final SEIR. The only new element is the right in/right out driveway, which has been coordinated with the City of San Diego.

The project, including the refinements described in Section 1.3 of this Addendum, also remains consistent with the *University Community Plan* (City of San Diego, 2008b) that was updated in December 2016. Specifically, the plan states “Parking is to be sited and permitted where it best serves other components of the comprehensive transportation system. Conversely, regional and area transit systems should be routed to take advantage of such parking sources as University Towne Centre and La Jolla Village Square. Joint use parking structures or cluster parking areas should be considered to minimize the visual effects of parking lots, improve pedestrian access to major activity centers and provide multiple-use opportunities for parking areas.” The joint-use parking structure is consistent with this goal.
Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements would not involve construction near biological resources. Therefore, the project refinements would have no impact under this threshold.

Would the project result in incompatible land uses?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The land uses in proximity to the project refinements remain unchanged since issuance of the Final SEIR. The project refinements are located within a shopping center parking lot. Consistent with the description in the Final SEIR, the shopping center is bordered by a residential complex to the south, a shopping center to the north, I-5 to the east, and a residential complex to the west. The project refinements remain consistent with the project as evaluated in the Final SEIR. The only new element is the right in/right out driveway, which is compatible with surrounding commercial land uses. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use, or conflict with existing zoning for agricultural use?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

The project refinements are located in an existing shopping center parking lot. No prime farmland, unique farmland, or farmland of statewide importance would be affected. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination remains unchanged.

2.6.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on land use:
Would project construction substantially alter existing or planned land uses in the Mid-Coast Corridor?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

SANDAG has made every effort to size and locate the joint-use parking structure in a manner that would minimize potential impacts on potential future redevelopment of the shopping center site by the property owner. As part of this effort, the size of the structure has been substantially reduced, with the capacity of the structure decreasing from 800 spaces identified in the Final SEIR to 468 spaces. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.7 Community and Neighborhood

2.7.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on communities and neighborhoods:

Would the project physically divide an established community?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The elements of the project that could create a perceived barrier in the vicinity of the project refinements (e.g., the aerial alignment and station platform) are unchanged by the project refinements. Even though the proposed joint-use parking structure has increased in height by 1 story compared to the Final SEIR design, the length of the structure is substantially reduced from the Final SEIR design, from a maximum length of approximately 735 feet in the Final SEIR to approximately 351 feet with the refined design (Figure 1-4). As such, the project refinements would not physically divide a community or neighborhood. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

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 would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire Protection? Police Protection? Schools? Parks? Other Public Facilities?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact
The project refinements, which consist of reducing the size of the joint-use parking structure, modifying the main driveway of the shopping center, adding a new right in/right out driveway, and modifying the amount of permanent easements required, do not alter the project in a manner that would increase demand for or accessibility of parks; schools; hospitals/medical facilities; libraries; or fire, ambulance, or police services in the corridor. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

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?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements are located entirely within a shopping center parking lot and would not result in impacts to parks or other recreational facilities. The refinements would not increase population in the corridor or change travel patterns from what was evaluated in the Final SEIR. Therefore, the project refinements would have no impact under this threshold.

Would the project significantly impact a vulnerable population?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The Final SEIR determined that the project would have a less-than-significant impact on vulnerable populations because pedestrians, including those with mobility impairments, would still have sufficient time to cross streets, including those adjacent to the grade crossings south of the OTTC. The project refinements are located within a shopping center parking lot and would not increase delay for pedestrians traveling near the shopping center. Additionally, the new right in/right out driveway would not create new hazards for pedestrians. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project adversely impact existing religious or sacred uses?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project as evaluated in the Final SEIR would cross portions of the La Jolla Eruv (a Jewish ritual enclosure that surrounds a designated area) at the La Jolla Village Square shopping center, Nobel Drive, and La Jolla Village Drive. Consistent with the Final SEIR, the project refinements would not result in long-term impacts to the La Jolla Eruv. Therefore, consistent with the Final SEIR, the project refinements would have a less-
than-significant impact under this threshold and the impact determination remains unchanged.

2.7.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for construction-related impacts of the project on communities and neighborhoods:

Would project construction physically divide an established community?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements are located entirely within a shopping center parking lot. As stated in Sections 2.2.2 and 2.3.2, a portion of the main shopping center driveway would remain open at all times during construction. While a portion of the sidewalk on the south side of Nobel Drive would be closed during construction of the right in/right out driveway, pedestrian access would be maintained on the north side of the street. Additionally, construction activities for the main driveway of the shopping center would be phased such that pedestrian access along the driveway is maintained along at least one side at all times, thereby maintaining access to businesses. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would project construction significantly impact a vulnerable population?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The Final SEIR determined that while construction of the project would result in significant impacts on air quality that cannot be mitigated, given the limited and regional nature of air quality impacts, they are not considered a significant impact to a vulnerable population. Construction of the project refinements would not change the air quality emission burdens that were presented in the Final SEIR. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would project construction adversely impact existing religious or sacred uses?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with requirements in the Final SEIR, the La Jolla Eruv would still be temporarily relocated during construction, thereby avoiding impacts to religious or sacred uses. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
2.8 Socioeconomics and Fiscal Impacts

2.8.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for long-term socioeconomic and fiscal impacts of the project:

*Would the project displace substantial numbers of people or dwelling units necessitating the construction of replacement housing elsewhere?*

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements are located entirely within a shopping center parking lot and would not displace people or dwelling units. Therefore, the project refinements would have no impact under this threshold.

2.8.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related socioeconomic and fiscal impacts of the project:

*Would the project construction result in the temporary displacement of occupants of either residential or commercial buildings?*

Final SEIR Finding: Significant Impact
Addendum Finding: Less-Than-Significant Impact

The Final SEIR determined that significant impacts would occur under this threshold when nighttime construction noise requires residents along Charmant Drive, in the northeast corner of Cape La Jolla Gardens, and along Genesee Avenue to temporarily relocate to a hotel, which would be considered a temporary displacement. The project refinements are located entirely within a shopping center parking lot and would not displace residential buildings during construction.

Every effort has been made to minimize construction-related impacts to the shopping center employees and patrons. As stated in Section 1.3.2, Phases 1, 2A, 2B, and 2C of construction would occur at night, which would minimize impacts to the shopping center. Additionally, a portion of the main shopping center driveway from Nobel Drive would remain open at all times during construction. Once Phases 2A, 2B, and 2C of construction are complete, construction equipment and personnel would access the shopping center solely from the driveway off Via Mallorca or Caltrans right-of-way in a further effort to minimize impacts to vehicular traffic through the main shopping center driveway. As described in Section 2.4.2, SANDAG has made every effort to minimize temporary impacts to parking during construction. This includes minimizing work during the November to January holiday shopping season and allowing the shopping center to utilize parking in the joint-use parking structure once the structure is completed and while other construction is ongoing. With these efforts, impacts to the shopping center are anticipated to be less than what was
described in the Final SEIR. Therefore, construction of the project refinements would have a less-than-significant impact under this threshold.

2.9 Visual Resources and Aesthetics

2.9.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term visual impacts of the project:

_Would the project substantially block a view of the coast and from the coast through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program?_

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

There are no views of the coast from within the shopping center nor would features of the Nobel Drive Station be visible from the coast. Therefore, the project refinements would have no impact under this threshold.

_Would the project substantially block a view from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan?_

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

As stated under the prior threshold, there are no views of the coast or ocean from this location. As stated in the _Mid-Coast Corridor Transit Project Visual Impacts Technical Report_ (SANDAG, 2014b), Section 7.1.2.1:

From La Jolla Village Square, the project would affect views of significant local landmarks (the Mormon Temple and the Hyatt Regency Aventine Hotel). These views would be seen from the La Jolla Village Square surface parking lots, adjacent roads, walkways, and outdoor dining areas. The views would be partially obstructed by the aerial structure and station platform. However, as seen from this viewpoint, the obstruction would be similar to that presented by existing mature trees, and the landmarks would remain visible. The affected viewer groups would include retail workers and customers whose viewing duration and sensitivity to visual changes would be moderate. Views of the Mormon Temple and Hyatt Regency Aventine Hotel are not identified as significant public resources by the local community plan. Therefore, the impact to these views is considered less than significant.

With implementation of the project refinements, the smaller footprint of the joint-use parking structure would decrease obstructions compared to the design of the structure in the Final SEIR. Additionally, increasing the number of stories from three to four would not result in new obstructions not previously addressed in the Final SEIR. Therefore,
consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections?

Final SEIR Finding: Significant Impact (Some Retaining Walls), Less-Than-Significant Impact (Aerial Structure over I-5, Other Retaining Walls, Other Project Features)

Addendum Finding: Less-Than-Significant Impact

As stated in Section 4.4.5.1 of the Final SEIS/SEIR, as a transit project, the project does not significantly conflict with the height, bulk, or coverage regulations of the applicable zoning ordinance. A visual simulation of the guideway, station, and joint-use parking structure as designed in the Final SEIS/SEIR is shown in Figure 2-1. As shown, the footprint of the Final SEIS/SEIR joint-use parking structure occupied substantial space on the shopping center property. Views of the aerial guideway and joint-use parking structure were presented in the *Mid-Coast Corridor Transit Project Visual Impacts Technical Report* (SANDAG, 2014b) as Key View #10. As stated in Section 5.1.2.1 of that report under the heading “Key View #10,” the existing visual character of the parking lot is low quality; therefore, the contrast of the aerial guideway, station, and joint-use parking structure with this setting would also be low. The guideway and platform would fit into the overall built environment of the shopping center without negatively affecting the aesthetic quality of the area. Therefore, this component of the project would result in a low-level change with regard to visual contrast and no adverse impact would occur.

Compared to the Final SEIS/SEIR design, the refined joint-use parking structure occupies substantially less space on the shopping center property (Figure 1-4). A visual simulation of the refined joint-use parking structure, guideway, and station is shown in Figure 2-2 (the guideway and station remain unchanged since the Final SEIS/SEIR). Because the joint-use parking structure occupies a substantially smaller footprint, the overall mass of the structure has been reduced. The height of the structure has increased by 1 story, but the taller structure would not strongly contrast with surrounding development. Additionally, as stated in Section 2.6.1, the *University Community Plan* (City of San Diego, 2008b) encourages joint-use parking structures as a means of minimizing the visual effects of parking lots. Therefore, the structure would continue to fit into the overall built environment of the shopping center without negatively affecting the aesthetic quality of the area.

The project refinements do not include any retaining walls higher than 6 feet or longer than 50 feet; As a result, there would not be significant visual impacts as a result of retaining walls with the project refinements.

Therefore, the project refinements would have a less-than-significant impact under this threshold.

Would the project significantly alter the natural landform in a manner that substantially degrades the visual character of the surrounding area?

Final SEIR Finding: Less-Than-Significant Impact

Addendum Finding: No Impact
Figure 2-1. Visual Simulation of Final SEIS/SEIR Joint-Use Parking Structure

Source: SANDAG, 2014
Figure 2-2. Visual Simulation of Refined Joint-Use Parking Structure

Source: SANDAG, 2017

Note: The joint-use parking structure shown in this figure depicts three floors of parking; SANDAG anticipates construction of a structure with four floors. The dotted line represents the height of the structure with four floors. The additional floor would not substantially change the appearance of the structure from that shown in this figure.
The project refinements are located entirely within a paved shopping center parking lot and would have no impacts on natural landforms. Therefore, the project refinements would have no impact under this threshold.

Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Final SEIR Finding: Significant Impact (Loss of Trees in Certain Locations), Less-Than-Significant Impact (Project Features)

Addendum Finding: Less-Than-Significant Impact

Section 4.4.5.1 of the Final SEIS/SEIR stated that the project would result in significant impacts under this threshold due to the loss of trees along certain locations of the alignment. Landscaping within the parking lot that would be removed during construction would be restored when construction is complete. Additionally, as stated in Section 5.1.2.1 of the *Mid-Coast Corridor Transit Project Visual Impacts Technical Report* (SANDAG, 2014b) under the heading “Key View #10,” the existing visual character of the parking lot is low quality. The contrast of the refined joint-use parking structure within this setting would also be low, and the structure would fit into the overall built environment of the shopping center without negatively affecting the aesthetic quality of the area.

A shadow analysis of the refined joint-use parking structure was conducted to compare its shadow against those of the parking structure evaluated in the Final SEIS/SEIR (refer to Appendix B for the diagrams prepared in support of this analysis). Situated between the La Jolla Village Square Shopping Center and I-5, the only active outdoor spaces on which the refined joint-use parking structure would cast shadows are at the outdoor seating areas associated with Poki One N Half, Daphne’s, and Jamba Juice.

Including the elevator shafts, the parking structure in the Final SEIS/SEIR stands approximately 45 feet above grade. Meanwhile, the highest point of the refined joint-use parking structure is approximately 55 feet above grade. During the winter solstice, when shadows are the longest, the parking structure of the Final SEIS/SEIR would cast shadows onto the three outdoor seating areas from sunrise until just before 9:00 a.m. Similarly, the refined joint-use parking structure would cast shadows on all three outdoor seating areas from sunrise until just before 9:00 a.m.. However, the refined joint-use parking structure would continue to cast shadows onto the outdoor seating areas at Poki One N Half and Daphne’s for an additional half hour or so; these shadows would move away by 10:00 a.m.. Since both Daphne’s and Poki One N Half open for business at 11:00 a.m., their outdoor seating areas would not be in the shadows of the refined joint-use parking structure during business hours. During the summer solstice, when shadows are the shortest, neither parking structure would cast shadows on the outdoor seating areas at any time of day. Therefore, the project refinements would have a less-than-significant impact under this threshold.
Would the project emit or reflect a significant amount of light and glare that would adversely affect day or nighttime views in the area?

Final SEIR Finding: Less-Than-Significant Impact  
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, lighting associated with the refined joint-use parking structure would continue to be directed down to minimize light trespass or spillover. Lighting would be designed to illuminate specific areas of the project site, including the joint-use parking structure, for safety purposes. For views from off-site locations, the station site lighting would blend with the existing lighting present within the shopping center parking lot. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.9.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for construction-related visual impacts of the project:

Would project construction substantially degrade the existing visual character or quality of the site and its surroundings?

Final SEIR Finding: Less-Than-Significant Impact  
Addendum Finding: Less-Than-Significant Impact

The project refinements would not change the construction equipment or methods used from what was evaluated in the Final SEIR. Construction activities would be perceived as temporary, with the expectation that unsightly elements would be removed upon completion. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

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

Final SEIR Finding: Less-Than-Significant Impact  
Addendum Finding: Less-Than-Significant Impact

The project refinements would not create new sources of light or glare during construction from what was evaluated in the Final SEIR. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
2.10 Air Quality

2.10.1 Long-term Impacts

Air quality was evaluated in the Final SEIR for the region and corridor, with the evaluation of long-term/operational effects based on roadway vehicle miles traveled and Trolley emissions. Implementation of the project refinements at the Nobel Drive Station would not affect the project in a manner that would result in changes to these parameters. Therefore, the impact determinations in the Final SEIR under each threshold of significance listed below remain unchanged for air quality.

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term air quality impacts of the project:

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

Final SEIR Finding: No Impact
Addendum Finding: No Impact

Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

Would the project expose sensitive receptors to substantial pollutant concentrations?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

Would the project create objectionable odors affecting a substantial number of people?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

2.10.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related air quality impacts of the project:

Would the project during construction conflict with the adopted air quality plan and cause air quality to exceed regulatory thresholds?

Final SEIR Finding: Significant Impact
Addendum Finding: Significant Impact (Project + Refinements), No Change in Severity
The Final SEIR determined that construction of the project is expected to have significant, although temporary, impacts on air quality. Project measures and Best Management Practices (BMPs) would minimize construction emissions. However, even with these measures, the South Coast Air Quality Management District (SCAQMD) and San Diego Air Pollution Control District significance thresholds for nitrogen oxides and the SCAQMD significance thresholds for carbon dioxide (a greenhouse gas [GHG]) are expected to be exceeded and the impacts would be considered significant and unavoidable.

The project refinements would not change the construction equipment or methods used from what was evaluated in the Final SEIR. Additionally, the refinements would not increase the duration of construction at La Jolla Village Square shopping center. Project measures and BMPs would be implemented as specified in the Final SEIR. Consequently, the project refinements would not increase the severity of the significant impacts identified in the Final SEIR. Therefore, consistent with the Final SEIR, construction of the project refinements along with other project elements throughout the corridor would have a significant impact under this threshold and the impact determination remains unchanged.

2.11 Climate Change

2.11.1 Long-term Impacts

Climate change was evaluated in the context of GHG emissions in the Final SEIR for the region and corridor, with the evaluation of long-term/operational effects based on roadway vehicle miles traveled and Trolley emissions. Implementation of the project refinements at the Nobel Drive Station would not change the project in a manner that would result in changes to these parameters. Therefore, the impact determinations in the Final SEIR under each threshold of significance listed below remain unchanged for climate change.

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on climate change:

Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

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

Final SEIR Finding: No Impact
Addendum Finding: No Impact
2.11.2 Construction-related Impacts

The Final SEIR did not include separate CEQA thresholds of significance for construction-related GHG emissions; however, emissions of carbon dioxide, a greenhouse gas, were evaluated as part of the construction-related air quality analysis. Section 4.17.3 of the Final SEIS/SEIR stated that while GHG emissions during construction would exceed local thresholds, these emissions would be temporary and would be offset by the overall reduction in GHG emissions that would result through implementation of the project.

2.12 Noise and Vibration

2.12.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term noise and vibration impacts of the project:

Would the project result in a substantial permanent increase in existing ambient noise levels in the project vicinity above levels existing without the project?

Final SEIR Finding: Less-Than-Significant Impact with Mitigation (Certain Locations)

Addendum Finding: Less-Than-Significant Impact

The Final SEIR identified significant noise impacts from the project at certain locations along the alignment; these impacts were mitigated through the provision of sound walls north of the OTTC or decreasing warning bells at the Cedar Street grade crossing south of the OTTC. Based on the noise analysis conducted for the Final SEIR, there were no moderate or severe noise impacts identified at La Jolla Village Square shopping center as a result of the project. The project refinements would not change the guideway or station, which are the main locations of project-related noise and, as a result, the predicted noise levels in the Final SEIR remain unchanged. Therefore, the project refinements would have a less-than-significant impact under this threshold.

Would the project expose people to noise levels that exceed the city’s adopted noise ordinance or expose existing land uses to noise levels that are considered incompatible under the city’s Noise Land Use Compatibility Chart?

Final SEIR Finding: Less-Than-Significant Impact

Addendum Finding: Less-Than-Significant Impact

This threshold applies to stationary sources of noise from the project, such as TPSS units and parking facilities. The project refinements do not include changes to the TPSS located adjacent to this shopping center. Additionally, the joint-use parking structure is not located within 500 feet of residences, which was the screening distance used in the Final SEIR. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
Would the project expose people to future transportation noise levels that exceed FTA Guidance Manual definition of severe impacts?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The analysis conducted for the Final SEIR determined that the project would not result in severe noise impacts under the FTA impact criteria. The project refinements would not change the guideway or station, which are the main locations of project-related noise and, as a result, the predicted noise levels in the Final SEIR remain unchanged. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project expose people to current or future transportation noise levels that exceed the Caltrans Noise Protocol definition of a substantial noise increase which is at least 12 dBA over existing conditions?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The Final SEIR found that the project would not increase transportation noise levels by 12 or more dBA at any location. The project refinements would not change the guideway or station, which are the main locations of project-related noise and, as a result, the predicted noise levels in the Final SEIR remain unchanged. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project result in vibration that is 3 vibration decibel (VdB) or more above existing conditions, and would the predicted vibration exceed the applicable FTA criteria?

Final SEIR Finding: Less-Than-Significant Impact with Mitigation (Select Locations)
Addendum Finding: Less-Than-Significant Impact

The Final SEIR identified a significant vibration impact and mitigated this impact through design. This impact was located south of La Jolla Village Square shopping center on the east side of I-5. The project refinements would not change the project in a manner that would affect vibration. Therefore, the project refinements would have a less-than-significant impact under this threshold.

### 2.12.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for construction-related air quality impacts of the project:
Would project construction result in a substantial increase in existing ambient noise levels in the project vicinity above levels existing without the project?

Final SEIR Finding: Significant Impact

Addendum Finding: Significant Impact, No Change in Severity

Construction of the project refinements would temporarily and intermittently increase ambient noise levels. The construction activities associated with the new right in/right out driveway would occur on a portion of the shopping center site that did not previously require construction. These activities would be located more than 370 feet from the nearest residential unit. As the project refinements do not require the use of construction equipment or methods different from those evaluated in the Final SEIR and would not increase the construction duration at this site, construction of the project refinements would not increase the severity of impacts identified in the Final SEIR. Therefore, consistent with the Final SEIR, construction of the project refinements would have a significant impact under this threshold and the impact determination remains unchanged.

Would project construction expose people to noise levels that exceed the city’s adopted noise ordinance or expose existing land uses to noise levels that are considered incompatible under the city’s Noise Land Use Compatibility Chart?

Final SEIR Finding: Significant Impact

Addendum Finding: Significant Impact, No Change in Severity

According to Section 21.04 of the San Diego Municipal Code, construction noise levels measured at or beyond the property lines of any property zoned residential should not exceed an average sound level higher than 75 dBA during the 12-hour period from 7:00 a.m. to 7:00 p.m. The project refinements are located within a shopping center parking lot; this location is not zoned residential. Therefore, the San Diego Municipal Code does not apply in this location. However, there are residential land uses located immediately south of and adjacent to the shopping center. The footprint of the joint-use parking structure has been substantially reduced from that presented the Final SEIR and the structure has been relocated. Based on the Final SEIR footprint and location, the southernmost point of the joint-use parking structure would be approximately 550 feet from the nearest residences. With implementation of the refinements, the structure would be located approximately 700 feet from the nearest residences, thereby shifting construction activities farther from these sensitive land uses. Even with the change in location, significant noise impacts could still occur at those residential units consistent with the Final SEIR.

For the nighttime work associated with the driveways, the contractor would obtain a Construction Noise Permit, granted by the City of San Diego Noise Abatement and Control Administrator, for construction activities occurring after 7:00 p.m. that exceed permitted noise levels. The permit would require that the contractor take all feasible and reasonable efforts to reduce construction noise during nighttime hours. Construction noise levels that exceed the average sound level limits of 75 dBA between 7:00 a.m. and 7:00 p.m. and any construction noise after 7:00 p.m. that exceeds the nighttime limits...
would result in a significant impact. As the project refinements do not require new
construction equipment or methods from those evaluated in the Final SEIR or increase
the construction duration at this site, construction of the project refinements would not
increase the severity of impacts identified in the Final SEIR. Therefore, consistent with
the Final SEIR, construction of the project refinements could have a significant impact
under this threshold and the impact determination remains unchanged.

Would the project result in temporary construction noise that would interfere substantially
with normal business communication or affect sensitive receptors, such as day-care
facilities?

   Final SEIR Finding: Significant Impact
   Addendum Finding: Significant Impact, No Change in Severity

The Final SEIR stated that significant impacts would occur during daytime construction
in instances where business communications are conducted outdoors. While the
majority of business associated with the shopping center is conducted indoors, there are
restaurants with outdoor seating in this location and construction could affect business
communication for those eating outdoors. As the project refinements do not require new
construction equipment or methods from those evaluated in the Final SEIR or increase
the construction duration at this site, construction of the project refinements would not
increase the severity of impacts identified in the Final SEIR. Therefore, consistent with
the Final SEIR, construction of the project refinements could have a significant impact
under this threshold and the impact determination remains unchanged.

2.13 Ecosystems and Biological Resources

2.13.1 Long-term Impacts

The project refinements are located entirely within a paved shopping center parking lot.
La Jolla Village Square shopping center is not located immediately adjacent to sensitive
biological resources, including open space, wetlands, or areas identified in the Multiple
Species Conservation Program Plan. Additionally, there are no special-status plants or
wildlife on this site. Implementation of the project refinements at the Nobel Drive Station
would not affect ecosystems or biological resources and would have no impact under
each threshold of significance included in the Final SEIR.

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-
term impacts of the project on ecosystems and biological resources:

Would the project have a substantial adverse effect, either directly or through habitat
modifications, on any species identified as being a candidate, sensitive, or special-status
species in the MSCP or other local or regional plans, policies, or regulations, or by the
CDFW or the USFWS?

   Final SEIR Finding: Significant Impact
   Addendum Finding: No Impact
Would the project have a substantial adverse\(^3\) effect on any Tier I Habitats, Tier II Habitats, Tier IIIA Habitats, or Tier IIIB Habitats, as identified in the San Diego Municipal Code Land Development Code—Biology Guidelines (City of San Diego, 2012b) or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the CDFW or the USFWS?

Final SEIR Finding: Significant Impact  
Addendum Finding: No Impact

Would the project have a substantial adverse\(^3\) impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

Final SEIR Finding: Significant Impact  
Addendum Finding: No Impact

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, including linkages identified in the MSCP, or impede the use of native wildlife nursery sites?

Final SEIR Finding: Less-Than-Significant Impact  
Addendum Finding: No Impact

Would the project conflict with the provisions of an adopted habitat conservation plan, natural conservation community plan, or other approved local, regional, or state habitat conservation plan, either within the MSCP area or in the surrounding region?

Final SEIR Finding: Less-Than-Significant Impact  
Addendum Finding: No Impact

Would the project introduce land use within an area adjacent to the MHPA that would result in adverse edge effects?

Final SEIR Finding: Less-Than-Significant Impact  
Addendum Finding: No Impact

Would the project introduce invasive species of plants into a natural open space area?

Final SEIR Finding: Less-Than-Significant Impact  
Addendum Finding: No Impact

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\(^3\) Substantial adverse impacts on wetlands include any direct loss of wetlands. Total wetland impacts less than 0.01 acre are not considered significant, except for vernal pools or wetlands within the Coastal Zone (City of San Diego, 2011).
2.13.2 Construction-related Impacts

The project refinements are located entirely within a paved shopping center parking lot. La Jolla Village Square shopping center is not located immediately adjacent to sensitive biological resources, including open space, wetlands, or areas identified in the Multiple Species Conservation Program Plan. Additionally, there are no special-status plants or wildlife on this site. The Final SEIR stated that during the bird-breeding season, construction activities could directly impact nesting special-status birds and species protected under the federal Migratory Bird Treaty Act. Mitigation measures, including breeding season avoidance and pre-construction surveys during the nesting season, would minimize or avoid impacts and, therefore, impacts to nesting birds would be less than significant with mitigation. Trees and other landscape vegetation within the shopping center parking lot may provide nesting habitat for native urban-adapted bird species; however, consistent with the Final SEIR, mitigation measures would be implemented such that no adverse effects would occur to nesting birds. Therefore, construction of the project refinements at the Nobel Drive Station would not affect ecosystems or biological resources and would have no impact under each threshold of significance included in the Final SEIR.

The Final SEIS/SEIR included the following CEQA thresholds of significance for construction-related impacts of the project on ecosystems and biological resources:

*Would project construction result in short-term substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species?*

- **Final SEIR Finding:** Less-Than-Significant Impact
- **Addendum Finding:** No Impact

*Would project construction result in short-term substantial adverse effects on Tier I, Tier II, Tier IIIa, or Tier IIIb habitats, or other sensitive natural community?*

- **Final SEIR Finding:** Less-Than-Significant Impact with Mitigation
- **Addendum Finding:** No Impact

*Would project construction result in a short-term substantial adverse impact on wetlands?*

- **Final SEIR Finding:** Less-Than-Significant Impact with Mitigation
- **Addendum Finding:** No Impact

*Would project construction result in a short-term substantial interference with the movement of any native resident or migratory fish or wildlife species or their wildlife corridors?*

- **Final SEIR Finding:** Less-Than-Significant Impact
- **Addendum Finding:** No Impact
Would the project construction result in adverse edge effects?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

2.14 Water Resources

2.14.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on water resources:

Would the project comply with the City’s Storm Water Standards?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, the project refinements would be designed to conform to regulatory standards for water quality. As stated in the Mid-Coast Corridor Transit Project Water Impact Analysis Technical Report (SANDAG, 2014d), the project must comply with the applicable City of San Diego plans developed in compliance with San Diego Regional Water Quality Control Board Permit R9-2013-0001. As such, BMPs would be implemented as required to comply with the 2016 City of San Diego Storm Water Standards Manual (City of San Diego, 2016). Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project violate any water quality standards or waste discharge requirements?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, the project refinements would be designed such that stormwater quality standards and waste discharge requirements are met. BMPs would be implemented as required to treat stormwater runoff. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project substantially deplete ground-water supplies or interfere substantially with ground-water recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground-water table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact
The Final SEIR stated that project elements would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. The potential for a reduction in ground-water recharge along the project alignment would be low because the project elements generally are located in urban areas and along existing streets where many of the surfaces already are paved or impervious. The project does not anticipate use/extraction of ground water for operations.

The La Jolla Village Square shopping center is already comprised of paved, developed land. The project refinements would be located within this parking lot. The new impervious surface added with the right in/right out driveway would be negligible. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

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, in a manner that would result in substantial erosion or siltation on- or off-site?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, the drainage features that would be constructed as part of the project at La Jolla Village Square shopping center have been designed to negate the increase in stormwater runoff that could otherwise result in an increase in erosion or siltation. The project refinements are not located near a stream or river. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

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 substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, the drainage features that would be constructed as part of the project at La Jolla Village Square shopping center have been designed to avoid or accommodate any increase in stormwater runoff caused that could otherwise result in flooding. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
Would the project create or contribute runoff water that would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The Final SEIR stated that the proposed storm drainage network has been designed to safely and efficiently convey the anticipated runoff from the 100-year storm event through the study area. BMPs proposed for incorporation into the project would reduce potential increases in surface runoff that could overwhelm existing downstream facilities, would treat the increased runoff, and avoid substantial additional sources of polluted stormwater runoff. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project result in discharges into receiving waters listed on the Regional Water Quality Control Board 303(d) Impaired Water Body List?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, BMPs proposed for incorporation into the project would treat stormwater runoff and remove contaminants to the maximum extent practicable, consistent with applicable water quality regulations. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project otherwise substantially degrade water quality?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, BMPs proposed for incorporation into the project would treat stormwater runoff and remove contaminants to the maximum extent practicable. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements are not within a 100-year flood hazard area and, therefore, the project refinements would have no impact under this threshold.
Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements are not within a 100-year flood hazard area nor would they result in modifications to channels. The refinements are also not located near a levee or dam, nor are they within an area that could be affected by dam failure. Therefore, the project refinements would have no impact under this threshold.

Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements are not located in an area that would be subject to seiche, tsunami, or mudflow. Therefore, the project refinements would have no impact under this threshold.

2.14.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on water resources:

Would project construction violate applicable water-quality standards or waste-discharge requirements; deplete ground-water supplies or interfere with recharge areas; alter drainage patterns resulting in erosion or siltation on- or off-site; create or contribute runoff exceeding capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, the project refinements would not violate regulations or standards regarding water quality or waste discharge. The project would comply with all requirements, implement a construction phase Stormwater Pollution Prevention Plan, and employ BMPs. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.15 Hazardous Materials

2.15.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project associated with hazardous materials:
Would the project result in hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within a quarter-mile of an existing or proposed school?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Two schools are located within one-quarter mile of the Nobel Drive Station. Section 4.10.5.1 of the Final SEIR stated that project operations and maintenance would not involve regular use of hazardous materials. The light rail vehicles would use small volumes of oil and diesel for operation but would not transport hazardous materials. The amount of oil and fuel used would be limited, and potential exposure to emissions would be limited in occurrence and duration within close proximity of existing or planned schools. Operation and maintenance of the project refinements would not introduce new sources of hazardous materials from those evaluated in the Final SEIR. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

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

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Operation and maintenance of the project refinements would not require ground-disturbing or other activities that would expose contaminated soil or ground water. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project expose people to toxic substances, such as pesticides and herbicides, some of which have long-lasting ability, applied to the soil during previous agricultural uses?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

The project refinements are located within a shopping center parking lot, which is not currently used for agricultural purposes. Therefore, there would be no exposure to toxic substances and no impacts as a result of the previous use of agricultural-related chemicals. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination remains unchanged.
Would the project result in excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Excavation is not required during operation and maintenance of the project refinements. Operation and maintenance of the project refinements also would not disturb contaminated soils that could migrate. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.15.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project associated with hazardous materials:

Would project construction result in excavation, which would disturb contaminated soils, potentially resulting in the migration of hazardous substances?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Since certification of the Final SEIR, a Phase I Environmental Site Assessment was completed for La Jolla Village Square shopping center, the results of which are included in the Mid-Coast Corridor Transit Project Phase I Environmental Site Assessment for the Nobel Drive Station (SANDAG, 2016a). The assessment concluded that the origin and nature of the fill soil on the site is unknown and could contain contaminants or materials of potential concern, thereby making the fill soil a recognized environmental condition.

Any contamination encountered during construction would be handled, managed, and disposed of in accordance with local, state, and federal requirements, consistent with requirements in the Final SEIR. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.16 Geotechnical and Seismic Conditions

2.16.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project to geotechnical and seismic conditions:

Would the project expose people or structures to geologic hazards involving earthquakes, landslides, mudslides, ground failures, or similar hazards?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact
Consistent with the Final SEIR, the project refinements would not expose people or structures to geologic hazards involving earthquakes, landslides, mudslides, ground failures, or similar hazards because the project refinements would be designed to comply with applicable design criteria to reduce exposure to these risks. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project be inundated by seiche, tsunami, or mudflow?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements are not located in an area that would be subject to seiche, tsunami, or mudflow. Therefore, the project refinement would have no impact under this threshold.

Would the project result in a substantial increase in wind or water erosion of soils, either on or off the site?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements are located within a shopping center parking lot and approved BMPs would be used to minimize impacts from erosion. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

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?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements are located within the La Jolla Village Square shopping center parking lot, which is along the northern section of the alignment. Section 5.1.2.4 of the Mid-Coast Corridor Transit Project Geotechnical, Geologic and Seismic Impacts Technical Report (SANDAG, 2014c) states there are no substantial hazards with respect to lateral spread in the northern section of the project alignment. Section 5.1.2.5 of that report states that the potential for landslides is low and that there is a low-to-moderate risk of slope stability along this section of the project. Section 5.1.2.7 of the report states subsidence is not considered a hazard along the project alignment. Based on studies completed for the Final SEIR, the project refinements are located in an area of no to low risk for lateral spreading, subsidence, liquefaction, or collapse and a low-to-moderate risk for landslide. Consistent with the Final SEIR, the project refinements would be designed consistent with all relevant design standards. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
2.16.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project to geotechnical and seismic conditions:

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

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

Consistent with the Final SEIR, soil erosion would be controlled during construction of the project refinements by using erosion-control devices. Construction site BMPs also would be installed prior to the start of construction. The project’s approved Stormwater Pollution Prevention Plan would also apply to construction of the project refinements. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.17 Energy

2.17.1 Long-term Impacts

Energy was evaluated in the Final SEIR for the region and corridor, with the evaluation of long-term/operational effects based on roadway vehicle miles traveled and Trolley energy requirements. Implementation of the project refinements at the Nobel Drive Station would not result in changes to these parameters. Therefore, the impact determinations in the Final SEIR remain unchanged for energy.

The Final SEIS/SEIR included the following CEQA threshold of significance for long-term energy impacts of the project:

*Would the project place a substantial demand on the regional energy supply or require significant additional capacity, or significantly increase peak- and base-period electricity demand?*

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

2.17.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related energy impacts of the project:

*Would the project construction use excessive amounts of power, fuel, or energy or would require the construction of new systems or substantial modifications to existing systems?*

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact
The project refinements do not change construction methods or increase the duration of construction. As such, construction of the project refinements would not increase energy requirements compared to the project as evaluated in the Final SEIR. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.18 Safety and Security

2.18.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for long-term impacts of the project on safety and security:

Would the project substantially limit delivery of community safety services, such as police, fire, or emergency services, to locations along the proposed alignment?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

As stated in Section 2.2.1 under Threshold 6, the project refinements have been designed such that emergency access would not be hindered. Further, as described under Thresholds 2 and 3 in that section, the project refinements would not increase vehicular delay at intersections or affect the performance of freeway and roadway segments or freeway interchanges. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.18.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on safety and security:

Would project construction interfere with emergency response plans or emergency evacuation plans?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

As stated in Section 2.4.2, construction of the project refinements would not affect on-street emergency access nor would it affect the roadway system in a manner that would impede the provision of emergency services. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
2.19 Electromagnetic Interference

2.19.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for long-term electromagnetic field (EMF) impacts of the project:

Would the project create fluctuations in EMF levels that could affect the operation of EMF-sensitive equipment?

Final SEIR Finding: Less-Than-Significant Impact with Mitigation (UCSD and Scripps Hospital XiMed Building), Less-Than-Significant Impact (All Other Locations)

Addendum Finding: No Impact

The project refinements do not affect the proposed traction power system or operation of the light rail transit system. Additionally, the project refinements are not located near EMF-sensitive equipment. The Final SEIR identified EMF-sensitive equipment at the UCSD Structural and Materials Engineering Building and the Scripps Hospital XiMed Building and included mitigation. Because there is no EMF-sensitive equipment near the project refinements, the refinements would have no impact under this threshold.

2.19.2 Construction-related Impacts

The Final SEIS/SEIR did not include CEQA thresholds of significance for construction-related EMF impacts of the project. Furthermore, the Final SEIR stated that EMF generated during construction would be comparable to EMF-generating devices typically found within a building (e.g., refrigerators, televisions, fluorescent lights).

2.20 Historic, Archaeological, and Paleontological Resources

2.20.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on historic, archaeological, and paleontological resources:

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

Final SEIR Finding: No Impact

Addendum Finding: No Impact

The project refinements are not located near historic architectural properties. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination remains unchanged.
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

The project refinements are not located near known archaeological resources. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination remains unchanged.

Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

Ground-disturbing activities are not required during operation and maintenance of the project refinements and, therefore, there would be no impact to paleontological resources. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination remains unchanged.

Would the project disturb any human remains, including those interred outside of formal cemeteries?

Final SEIR Finding: No Impact
Addendum Finding: No Impact

Ground disturbance activities are not required during operation and maintenance of the project refinements and, therefore, there would be no impact to human remains. Therefore, consistent with the Final SEIR, the project refinements would have no impact under this threshold and the impact determination remains unchanged.

2.20.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for construction-related impacts of the project on historic, archaeological, and paleontological resources:

Would the project construction cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 (e.g., if inadvertent physical contact or damage from vibration affects the property)?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: No Impact

The project refinements are not located near historic properties. Therefore, construction of the project refinements would have no impact under this threshold.
Would project construction cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Final SEIR Finding: Less-Than-Significant Impact with Mitigation
Addendum Finding: Less-Than-Significant Impact with Mitigation

No archaeological resources have been identified in proximity to the construction area associated with the project refinements. Consistent with the Final SEIR, to account for the possibility of an unanticipated discovery of archaeological resources during project-related ground disturbance, Mitigation Measures CON15 (construction monitoring) and CON16 (cultural resources awareness training) would be implemented during construction. Specifically, full-time monitoring would occur for work within the La Jolla Village Square shopping center for work that occurs beyond the depths of previous disturbance. Construction of the project refinements would not increase the likelihood of unanticipated archaeological discoveries. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact with mitigation under this threshold and the impact determination remains unchanged.

Would the project construction disturb human remains, including interments outside former cemeteries?

Final SEIR Finding: Less-Than-Significant Impact with Mitigation
Addendum Finding: Less-Than-Significant Impact with Mitigation

No human remains have been identified in proximity to the construction area associated with the project refinements. Consistent with the Final SEIR, to account for the possibility of an unanticipated discovery of human remains during project-related ground disturbance, Mitigation Measure CON17 (treatment of human remains) would be implemented during construction. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact with mitigation under this threshold and the impact determination remains unchanged.

Would project construction cause substantial damage to, or destruction of, significant paleontological resources?

Final SEIR Finding: Less-Than-Significant Impact with Mitigation
Addendum Finding: Less-Than-Significant Impact with Mitigation

Consistent with the Final SEIR, construction of the project refinements could have significant impacts, but these impacts would be reduced to less than significant with implementation of Mitigation Measure CON18 (paleontological resources monitoring and mitigation plan). Based on information in the Mid-Coast Corridor Transit Project Paleontological Resources Monitoring and Mitigation Plan (SANDAG, 2016b), paleontological sensitivity at the Nobel Drive Station is high; however, past monitoring efforts indicate the potential to discover fossils to be low. As such, part-time monitoring is required for work that occurs beyond the depths of previous disturbance. Construction of the project refinements would not increase the likelihood of discovering paleontological resources. Therefore, consistent with the Final SEIR, construction of the
project refinements would have a less-than-significant impact with mitigation under this threshold and the impact determination remains unchanged.

2.21 Utilities

2.21.1 Long-term Impacts

The Final SEIS/SEIR included the following CEQA thresholds of significance for long-term impacts of the project on utilities:

Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements would not change the amount of wastewater generated compared to the project as evaluated in the Final SEIR. The Final SEIR stated that some wastewater would be generated at stations, depending on final design; the station has not been modified since issuance of the Final SEIR. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project result in a need for new natural gas, water, wastewater, storm drain, communications, electrical supply or solid waste disposal systems, or require substantial alterations to existing utilities, the construction of which would create physical impacts?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements would not change the project in a manner that would increase the project's needs for natural gas, water, wastewater, storm drain, communications, electrical supply, or solid waste disposal systems, or require substantial alterations to existing utilities. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project result in determination by the wastewater treatment provider that 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?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements would not change the project in a manner that would increase the project's demand for wastewater. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.
Would the project be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements would not change the project in a manner that would increase the amount of solid waste generated by the project. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project, including the refinements, would continue to comply with all solid waste regulations. Therefore, consistent with the Final SEIR, the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.21.2 Construction-related Impacts

The Final SEIS/SEIR included the following CEQA threshold of significance for construction-related impacts of the project on utilities:

Would the project construction use excessive amounts of power, fuel, or energy or require the construction of new systems or substantial modifications to existing systems?

Final SEIR Finding: Less-Than-Significant Impact
Addendum Finding: Less-Than-Significant Impact

The project refinements do not change construction methods or increase the duration of construction. As such, construction of the project refinements would not increase the power, fuel, or energy requirements compared to the project as evaluated in the Final SEIR or require construction of new systems or substantial modifications to existing systems. Therefore, consistent with the Final SEIR, construction of the project refinements would have a less-than-significant impact under this threshold and the impact determination remains unchanged.

2.22 Growth-Inducing Impacts

The project refinements would not result in growth-inducing impacts because implementation would not result in new land use development. Consistent with the Final SEIR, the refined joint-use parking structure would continue to provide replacement parking to offset parking spaces lost due to construction of the project. The parking structure would not increase the number of commercial parking spaces available on the site. Therefore, the impact conclusions in the Final SEIS/SEIR remain unchanged.
2.23 **Cumulative Impacts**

Cumulative effects are caused when the impacts of the project or project refinements are combined with past, present, and reasonably foreseeable actions, including both public and private actions. As described in this Addendum, implementation of the project refinements would not result in new adverse impacts or an increase in the severity of impacts, either long term or during construction. Additionally, there has been no change in circumstance since the Final SEIR. As stated in Section 2.6.1, there has been no change in land uses in proximity to the project refinements or regulatory policies that could result in significant impacts for the project as evaluated in the Final SEIR. As such, the impact determinations regarding cumulative impacts from the Final SEIR remain unchanged.

2.24 **Mandatory Findings of CEQA Significance**

Under Section 15065(a) of the CEQA Guidelines, a CEQA finding of significance is required if certain conditions would occur as a result of a project. This Addendum discloses environmental impacts, the level of CEQA significance prior to mitigation, project requirements that are otherwise required by law or are incorporated as part of the project description, feasible mitigation measures, and the level of CEQA significance after the incorporation of mitigation measures. This section discusses whether the project would result in any conditions that trigger mandatory findings of significance under CEQA.

*Does the project have the potential to degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory?*

No. The project refinements are located within a shopping center parking lot and would not have any impact on the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

*Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?*

No. The project refinements continue to advance long-term environmental goals to reduce vehicle miles traveled, with corresponding reductions in emissions of criteria pollutants and greenhouse gases. The project refinements do not affect the long-term gains identified in the Final SEIR, including the provision of an improved transit network; increased access to regional and local activity centers, including a reduction in the number of transfers; improved transit reliability with more passengers riding in exclusive rights-of-way; increased transit ridership; better support for the region's goals for
livability, sustainability, and equity; and increased jobs and economic activity through expanded transit services.

*Does the project have impacts that are individually limited, but cumulatively considerable?* ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

No. As stated in Section 2.23 of this Addendum, the project refinements would not result in cumulative impacts, either long term or during construction. Section 4.21.2 of the Final SEIR identified cumulative impacts resulting from localized traffic impacts and short-term cumulative impacts on the transportation system. Additionally, the Final SEIR identified cumulative impacts during construction in the following areas:

- Community and neighborhoods
- Socioeconomic and fiscal
- Air quality
- Paleontological resources

As stated in Section 2.2.1 of this Addendum, the project refinements would not result in long-term localized traffic impacts during operation of the project refinements and, as stated in Section 2.2.2, construction of the project refinements would not increase the severity of impacts identified in the Final SEIR. Further, as described in Sections 2.7.2, 2.8.2, 2.10.2, and 2.20.2, construction of the project refinements would not result in new significant impacts or increase the severity of impacts identified in the Final SEIR under the areas of communities and neighborhoods, socioeconomic and fiscal, air quality, and paleontological resources, respectively.

*Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?*

The project refinements would not result in new significant impacts or increase the severity of significant impacts identified in the Final SEIR.
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3.0  SUMMARY OF ENVIRONMENTAL FINDINGS

Based on the evaluation presented in this Addendum, SANDAG determined that the project refinements would not materially affect the analysis and conclusions in the Final SEIR. Conclusions remain unchanged regarding long-term, construction, and cumulative impacts. Avoidance and minimization measures also remain unchanged. The project refinements would not result in any new significant impacts that were not evaluated in the Final SEIR or increase the severity of previously identified impacts. A subsequent or supplemental EIR is not required in accordance with CEQA Section 15162.
4.0 REFERENCES


San Diego Association of Governments (SANDAG). 2016a. *Mid-Coast Corridor Transit Project Phase I Environmental Site Assessment for the Nobel Drive Station.*


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APPENDIX A  CONSTRUCTION PHASING

Construction Phases 1 and 2

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Construction Phase 3

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Construction Phase 4A

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Construction Phase 4B

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Construction Phase 4C

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Construction Phases 5 through 8

Source: SANDAG, 2017
Appendix B
Shadow Analysis
APPENDIX B  SHADOW ANALYSIS

Winter Solstice

Figure 1. Parking Structure Shadows – Winter Solstice at 7:00 a.m.

Figure 2. Parking Structure Shadows – Winter Solstice at 8:00 a.m.


Figure 3. Parking Structure Shadows – Winter Solstice at 9:00 a.m.

Figure 4. Parking Structure Shadows – Winter Solstice at 10:00 a.m.


Figure 5. Parking Structure Shadows – Winter Solstice at 11:00 a.m.

Addendum to the Final Subsequent Environmental Impact Report for Project Refinements at the Nobel Drive Station
Appendix B - Shadow Analysis

Figure 6. Parking Structure Shadows – Winter Solstice at 12 Noon

Figure 7. Parking Structure Shadows – Winter Solstice at 1:00 p.m.

Figure 8. Parking Structure Shadows – Winter Solstice at 2:00 p.m.


Figure 9. Parking Structure Shadows – Winter Solstice at 3:00 p.m.

Summer Solstice

Figure 1. Parking Structure Shadows – Summer Solstice at 7:00 a.m.

Figure 2. Parking Structure Shadows – Summer Solstice at 8:00 a.m.

Figure 3. Parking Structure Shadows – Summer Solstice at 9:00 a.m.

Addendum to the Final Subsequent Environmental Impact Report for Project Refinements at the Nobel Drive Station
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Figure 4. Parking Structure Shadows – Summer Solstice at 10:00 a.m.


Figure 5. Parking Structure Shadows – Summer Solstice at 11:00 a.m.

Figure 6. Parking Structure Shadows – Summer Solstice at 12 Noon

Figure 7. Parking Structure Shadows – Summer Solstice at 1:00 p.m.

Figure 8. Parking Structure Shadows – Summer Solstice at 2:00 p.m.


Figure 9. Parking Structure Shadows – Summer Solstice at 3:00 p.m.