



THE CITY OF SAN DIEGO

DEVELOPMENT SERVICES DEPARTMENT

Date of Notice: July 1, 2013

PUBLIC NOTICE OF A

DRAFT MITIGATED NEGATIVE DECLARATION

SAP No.: 24003266

The City of San Diego Entitlements Division has prepared a draft Mitigated Negative Declaration for the following project and is inviting your comments regarding the adequacy of the document. The draft Mitigated Negative Declaration and associated technical appendices have been placed on the City of San Diego web-site at <http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html>. Your comments must be received by **Monday, July 22, 2013**, to be included in the final document considered by the decision-making authorities. Please send your written comments to the following address: **E. Shearer-Nguyen, Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101** or e-mail your comments to DSDEAS@sandiego.gov along with the Project Name and Number in the subject line.

General Project Information:

- Project Name: CALIFORNIA NEUROPSYCHOPHARMACOLOGY RESEARCH INSTITUTE (CNRI) / ALBERT EINSTEIN ACADEMY
- Project No. 296407 / SCH No. Not Applicable
- Community Plan Area: Southeastern San Diego.
- Council District: 8

Subject: SITE DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT to amend Conditional Use Permit No. C-266 PC, and a LOT LINE ADJUSTMENT are being requested to separate the existing two buildings and the existing parcel into two legal parcels in order to allow for the continued reduced operation of a hospital within an existing building on a 1.64-acre lot, and for the conversion of a convalescent hospital to allow for the operation of a middle school within an existing structure on a 1.29-acre lot. In addition the project would construct various site improvements, including associated hardscape, retaining walls and landscaping. The project would also incorporate a variety of sustainable features including photovoltaic roof panels to achieve a LEED Silver Level Certification.

The developed rectangular-shaped 124,326 square-foot (2.93-acres) project site is located at 446 and 458 26th Street. The parcel is designated Institutional-Hospital Use within Grant Hill neighborhood of the Southeastern San Diego Community Plan area. Additionally, the project site is within the Southeastern San Diego Planned District (SESD) Special Character MF Neighborhood Overlay Zone (Grant Hill), the Transit Area Overlay Zone, and the Federal Aviation Administration (FAA) Part 77 Notification Areas for San Diego International Airport – Lindberg Field and North Island NAS. (LEGAL DESCRIPTION: Parcel 1: Parcel 1 of Map No. 701; Parcel 2: Lots 29 and 30 in Block 21 of L. W. Kimball Subdivision of the Southwest Quarter of Pueblo Lot 1154, Map No. 56; Also all that portion on the North 10 feet J Street lying South and adjoining said Lot 30 as vacated and closed per Resolution No. 39740, excepting the west 92 feet). **The site is included on a Government Code listing of hazardous waste sites.**

Applicant: Ehm Architecture

Recommended Finding: The recommended finding that the project will not have a significant effect on the environment is based on an Initial Study and project revisions/conditions which now mitigate potentially significant environmental impacts in the following area(s): **TRANSPORTATION/CIRCULATION**.

Availability in Alternative Format: To request this Notice, the draft Mitigated Negative Declaration, Initial Study, and/or supporting documents in alternative format, call the Development Services Department at 619-446-5460 or (800) 735-2929 (TEXT TELEPHONE).

Additional Information: For environmental review information, contact E. Shearer-Nguyen at (619) 446-5369. The draft Mitigated Negative Declaration and supporting documents may be reviewed, or purchased for the cost of reproduction, at the Fifth floor of the Development Services Center. If you are interested in obtaining additional copies, either a Compact Disk (CD) or a hard-copy of the draft Mitigated Negative Declaration and/or the separately bound technical appendices, they can be purchased for an additional cost. **For information regarding public meetings/hearings on this project, contact Jeffrey A. Peterson at (619) 446-5267.** This notice was published in the SAN DIEGO DAILY TRANSCRIPT and distributed on July 1, 2013.

Cathy Winterrowd
Assistant Deputy Director
Development Services Department



ENTITLEMENTS DIVISION
(619) 446-5460

MITIGATED NEGATIVE DECLARATION

Project No. 296407
SCH No. Not Applicable

SUBJECT: CALIFORNIA NEUROPSYCHOPHARMACOLOGY RESEARCH INSTITUTE (CNRI) / ALBERT EINSTEIN ACADEMY: SITE DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT to amend Conditional Use Permit No. C-266 PC, and a LOT LINE ADJUSTMENT are being requested to separate the existing two buildings and the existing parcel into two legal parcels in order to allow for the continued reduced operation of a hospital within an existing building on a 1.64-acre lot, and for the conversion of a convalescent hospital to allow for the operation of a middle school within an existing structure on a 1.29-acre lot. In addition the project would construct various site improvements, including associated hardscape, retaining walls and landscaping. The project would also incorporate a variety of sustainable features including photovoltaic roof panels to achieve a LEED Silver Level Certification. The developed rectangular-shaped 124,326 square-foot (2.93-acres) project site is located at 446 and 458 26th Street. The parcel is designated Institutional-Hospital Use within Grant Hill neighborhood of the Southeastern San Diego Community Plan area. Additionally, the project site is within the Southeastern San Diego Planned District (SESD) Special Character MF Neighborhood Overlay Zone (Grant Hill), the Transit Area Overlay Zone, and the Federal Aviation Administration (FAA) Part 77 Notification Areas for San Diego International Airport – Lindberg Field and North Island NAS. (LEGAL DESCRIPTION: Parcel 1: Parcel 1 of Map No. 701; Parcel 2: Lots 29 and 30 in Block 21 of L. W. Kimball Subdivision of the Southwest Quarter of Pueblo Lot 1154, Map No. 56; Also all that portion on the North 10 feet J Street lying South and adjoining said Lot 30 as vacated and closed per Resolution No. 39740, excepting the west 92 feet). Applicant: Ehm Architecture.

- I. PROJECT DESCRIPTION: See attached Initial Study
- II. ENVIRONMENTAL SETTING: See attached Initial Study
- III. DETERMINATION: The City of San Diego conducted an Initial Study, which determined that the proposed project could have a significant environmental effect in the following areas: TRANSPORTATION/CIRCULATION. Subsequent revisions in the project proposal create the specific mitigation identified in Section V of this Mitigated Negative Declaration. The

project as revised now avoids or mitigates the potentially significant environmental effects previously identified, and the preparation of an Environmental Impact Report will not be required.

IV. DOCUMENTATION: The attached Initial Study documents the reasons to support the above Determination.

V. MITIGATION, MONITORING AND REPORTING PROGRAM (MMRP):

A. GENERAL REQUIREMENTS – PART I Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director’s Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, “ENVIRONMENTAL/MITIGATION REQUIREMENTS.”
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website:
<http://www.sandiego.gov/development-services/industry/standtemp.shtml>
4. The **TITLE INDEX SHEET** must also show on which pages the “Environmental/Mitigation Requirements” notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS – PART II Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The

PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit holder's Representative(s), Job Site Superintendent and the following consultants: **Not Applicable**

Note: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the RE at the **Field Engineering Division – 858-627-3200**
- b) For Clarification of ENVIRONMENTAL REQUIREMENTS, applicant t is also required to call **RE and MMC at 858-627-3360**

- 2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) Number 296407 and/or Environmental Document Number 296407, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.

Note: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.

- 3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency: **Not Applicable**
- 4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly

show the specific areas including the **LIMIT OF WORK**, scope of that discipline’s work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

NOTE: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner’s representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

| DOCUMENT SUBMITTAL/INSPECTION CHECKLIST | | |
|---|---|---|
| Issue Area | Document Submittal | Associated Inspection/Approvals/Notes |
| General | Consultant Qualification Letters | Prior to Preconstruction Meeting |
| General | Consultant Construction Monitoring Exhibits | Prior to or at Preconstruction Meeting |
| Traffic | Traffic Reports | Traffic Features Site Observation |
| Bond Release | Request for Bond Release Letter | Final MMRP Inspections Prior to Bond Release Letter |

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

TRANSPORTATION / CIRCULATION

In order to avoid significant direct and cumulative impacts to transportation / circulation, the following mitigation measure(s) shall be implemented by the Applicant/Permittee. Compliance with the mitigation measure(s) shall be the responsibility of the Applicant/Permittee.

- TA.1 Prior to issuance of any construction permit, the Owner/Permittee shall assure the installation of an all-way stop at the intersection of 28th Street/SR-94 Westbound Ramps, satisfactory to the City Engineer and Caltrans.
- TA.2 Prior to issuance of any construction permit, the Owner/Permittee shall assure the installation an all-way stop at the intersection of 28th Street/SR-94 Eastbound Ramps, satisfactory to the City Engineer and Caltrans.

TA.3 Prior to issuance of the first building permit, the Owner/Permittee shall provide an 18.75 percent fair share contribution towards the cost of installing a traffic signal at the intersection of 28th Street/SR-94 Westbound Ramps, satisfactory to the City Engineer.

VI. PUBLIC REVIEW DISTRIBUTION

Draft copies or notice of the MITIGATED NEGATIVE DECLARATION were distributed to:

COUNTY OF SAN DIEGO

Department of Environmental Health (75)

CITY OF SAN DIEGO

Mayor's Office (MS11A)

Allen Jones (MS11A)

Councilmember Alvarez, District 8

Development Services Department

EAS

Planning Review

Transportation

Engineering Review

Fire-Plans

Landscaping

Long-Range Planning

Park & Recreation

PUD – Water & Wastewater

Facilities Financing

Plan-Historic

Library, Government Documents (81)

Central Library (81A)

Beckwourth Branch Library (81C)

City Attorney (MS59)

OTHER ORGANIZATIONS AND INTERESTED INDIVIDUALS

Reynaldo Pisano (447)

Southeastern Economic Development Corporation (448)

Southeastern San Diego Planning Group (449)

Encanto Neighborhoods Community Planning (449A)

Educational/Cultural Complex (450)

Kathleen Harmon, Central Imperial Redevelopment Project Area (452)

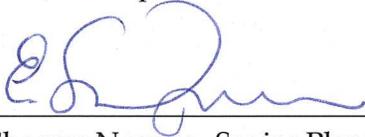
Voice News & Viewport (453)

Maxine Ward, Studio E Architects, (Applicant)

VII. RESULTS OF PUBLIC REVIEW

- () No comments were received during the public input period.
- () Comments were received but did not address the draft Mitigated Negative Declaration finding or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.
- () Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public input period. The letters and responses follow.

Copies of the draft MITIGATED NEGATIVE DECLARATION, the Mitigation Monitoring and Reporting Program and any Initial Study material are available in the office of the Entitlements Division for review, or for purchase at the cost of reproduction.



E. Shearer-Nguyen, Senior Planner
Development Services Department

July 1, 2013
Date of Draft Report

Date of Final Report

Analyst: SHEARER – NGUYEN

Attachments: Initial Study and Checklist
Figure 1: Vicinity Map
Figure 2: Site Plan

INITIAL STUDY CHECKLIST

1. Project Title/Project number: **CALIFORNIA NEUROPSYCHOPHARMACOLOGY RESEARCH INSTITUTE (CNRI) / ALBERT EINSTEIN ACADEMY / 296407**
2. Lead agency name and address: City of San Diego, 1222 First Avenue, MS501, San Diego, CA 92101
3. Contact person and phone number: E. Shearer-Nguyen / (619) 446-5369
4. Project location: 446 and 458 26th Street, San Diego CA 92102.
5. Project Applicant/Sponsor's name and address: Thomas Tran, Director, CNRI San Diego Inc., 446 26th Street, San Diego CA 92102 / David Sciarretta, Principal, Albert Einstein Academies, 3035 Ash Street, San Diego CA 92102
6. General Plan designation: Institutional Hospital
7. Zoning: SESD-MF-3000 Zone within the Southeastern San Diego Planned District,
8. Description of project (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation.): The Applicant is requesting a SITE DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT to amend Conditional Use Permit No. C-266 PC, and a LOT LINE ADJUSTMENT to separate the existing two buildings and the existing parcel into two legal parcels in order to allow for the continued reduced operation of a hospital within an existing building on a 1.64-acre lot, and for the conversion of a convalescent hospital to allow for the operation of a middle school within an existing structure on a 1.29-acre lot. In addition the project would construct various site improvements, including associated hardscape, retaining walls and landscaping.

The existing 6-story, 78,529 square-foot building located at 446 26th Street would remain a hospital, but the number of hospital beds would be reduced from 111 to 58. The existing 4-story 38,535 square-foot building at 458 26th Street is a vacant convalescent hospital. The conversion of this building from convalescent hospital to school use would eliminate 108 beds and associated parking. The 24-classroom charter middle school would serve ultimately a maximum of 600 students in grades 6 through 8 with an option to expand for a future grade 9. Proposed school hours would be from 8:00am to 3:00 pm, 178 days of the year.

The Land Development Code Section 143.0920 allows Affordable/In-Fill Housing and Sustainable Building projects to request deviations from applicable development

regulations in accordance with Section 126.0504 through a Process 4 Site Development Permit (SDP). Deviations requested by the Project include the following:

- Side yard Setback: A deviation from San Diego Municipal Code (SDMC) Section 1519.0302(c)(3) is requested to allow a 0'-0" setback at the interior side yard, where a side yard setback of 5'-0" is required within the SF-5000 zone.
- Floor Area Ratio: A deviation from SDMC Section 1519.0302(c)(4) to allow an floor area ratio (FAR) of 0.70 on the site at 458 26th Street and 1.1 on the site at 446 26th Street, which exceed the maximum allowable FAR of 0.5 within the SF-5000 zone.
- Signage: A deviation from SDMC Section 142.1265 to allow for school signage not currently allowed within the SF-5000 zone.
- Distance between driveways: A deviation from SDMC Section 142.0560(j)(6) to allow for a 39-foot length of full-height curb between driveways on Island Avenue serving the same premises in lieu of the required 45-foot length.

Minor grading is proposed for the upper parking lot in order to provide accessible routes and parking. Grading would affect approximately 0.07 acres of the 1.287 acre school site and entail approximately 40 cubic yards of cut at an approximate 2 foot depth, 60 cubic yards of fill at approximately 1.5 foot depth. No grading is anticipated on the hospital site.

All parking for the charter middle school would be provided on site. The school site would provide a total of 37 on-site parking spaces (including one van and once accessible parking space, two motorcycle spaces and a minimum of 11 bicycle spaces). The lower portion of the site contains 14 parking spaces. The upper portion of the site nearest the building would contain the remaining 23 parking spaces. Vehicle access to this area would be via the existing alley to the west. The school site would accommodate a hard surface recreation area for students and on-site drop off loop at the lower portion of the site.

All parking for the existing hospital would be provided on site. The existing hospital site would provide a total of 102 on-site parking spaces (including one van and two accessible parking spaces, two motorcycles spaces and two bicycle spaces). Ingress to the hospital project site would be via J Street.

The project landscaping has been reviewed by City Landscape staff and would comply with all applicable City of San Diego Landscape ordinances and standards. Drainage would be directed into appropriate storm drain systems designated to carry surface runoff, which has been reviewed and accepted by City Engineering staff. Furthermore, the project would conform to Council Policy 900-14 criteria by committing to achieve a Leadership in Energy and Environmental Design (LEED) Silver Level Certification.

9. Surrounding land uses and setting: Briefly describe the project's surroundings: The developed rectangular-shaped, 124,326 square-foot (2.93-acres) project site is located at 446 and 458 26th Street. The site is bounded by 26th Street on the east, Island on the north, J on the south and an alley on the west. There is an existing hospital facility on the site with two structures; one 4-story and one 6-story, comprised of approximately 38,535 square feet and 78,529 square feet, respectively. A relatively large asphalt parking lot occupies the southwestern quadrant and another in the north-central area of the project site. The existing hospital facility (CNRI) occupies the existing 78,529 square-foot building at 446 26th Street, which is located on the south-eastern side of the project site. The empty 38,000 square-foot convalescent hospital building is located at 458 26th Street, on the north-eastern side of the project site. The vegetation onsite is varied and consists of non-native landscaping flora, including grass-covered areas, trees surrounding the perimeter, ground cover, and small plants. Residential development surrounds the property on all sides. In addition, a neighborhood park (Grant Hill Park) is directly opposite the site to the east

The parcel is designated Institutional-Hospital Use within Grant Hill neighborhood of the Southeastern San Diego Community Plan area. Additionally, the project site is within the Southeastern San Diego Planned District (SESD) Special Character MF Neighborhood Overlay Zone (Grant Hill), the Transit Area Overlay Zone, and Federal Aviation Administration (FAA) Part 77 Notification Areas for San Diego International Airport – Lindbergh Field and North Island NAS. The parcel is situated within an urban neighborhood currently served by existing public services and utilities.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.): Not Applicable

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial evaluation:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (a) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (b) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or (MITIGATED) NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or (MITIGATED) NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should

be explained where it is based on project specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses”, as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or (mitigated) negative declaration. *Section 15063(c)(3)(D)*. In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated”, describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| I) AESTHETICS – Would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact. The project is maintaining all required setbacks. The project is consistent with applicable design regulations of the City’s RM-1-1 Zone and the Coastal Zone requirements, as well as the policies of the General Plan and Community Plan. Additionally, the project would be subject to review and approval by the City for consistency. No Impacts would result and no mitigation measures are required.

No Impact. The project site is not identified in the Community Plan or General Plan as being located within a designated public view corridor. There are no public resources in the area that would be potentially blocked by the project. Furthermore, the project would be required to be consistent with applicable design regulations of the City’s SESD-MF-3000 Zone and the Coastal Zone requirements, as well as the policies of the General Plan and Community Plan, and would be subject to review and approval by the City for consistency. No Impacts would result and no mitigation measures are required.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. No such scenic resources are located on, near, or adjacent to the project site. The project site is not located near or visible from any state scenic highway. Furthermore, the project does not propose any new construction, but rather is utilizing the existing structures with interior modifications. No impact would result.

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project is permitted by the underlying zone designation. Furthermore, the project would continue to utilize the existing buildings; therefore, the project would not result in a substantial alteration to the existing visual character or quality of the area, and it would not be incompatible with surrounding development. No impact would result.

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------------|--|------------------------------------|-----------|
|-------|--------------------------------------|--|------------------------------------|-----------|

Less than Significant Impact.

Lighting

No substantial sources of light would be generated during construction, as construction activities would be occurring during daytime hours. All permanent exterior lighting would be required to comply with the City’s regulations to reduce potential adverse effects on neighboring properties. No impact would result and mitigation is not required. Impacts would be less than significant.

Glare

The project would not create a new source of glare in that the existing buildings consist mainly of a concrete-wall structure with painted and unpainted exterior concrete panels. As a result, the reflection of natural or artificial light off of the structural façade would not represent a safety impact to motorists on surrounding roadways. Impacts would be less than significant.

II. AGRICULTURAL AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:

- a) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project site is located within an urban area in the City and is surrounded by similar development and uses. As such the site does not contain and is not adjacent to any lands identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project would not result in the conversion of such lands to non-agricultural use. No impact would result and mitigation is not required.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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No Impact. Refer to response II(a), above. There are no Williamson Act Contract lands on or within the vicinity of the site. The project would not affect any properties zoned for agricultural use or affected by a Williamson Act Contract. No impact would occur.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. Refer to responses II(a) and (b), above. No designated forest land or timberland occur on site; therefore, no impact would occur.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. There is no forest land on site, and the project would not contribute to the conversion of any forested land to non-forest use, as surrounding lands are built-out with residential and commercial uses. No impact would occur.

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| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. Refer to responses II(a) and II(d), above. The project site does not contain any farmland or forest land. No changes to any such lands would result from project implementation. No impact would occur.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. The project site is located in the San Diego Air Basin (SDAB) and is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD) and the California Air Resources Board (CARB). Both the State of California and the Federal government have established health-based Ambient Air Quality Standards (AAQS) for the following six criteria air pollutants: carbon monoxide (CO); ozone (O₃); nitrogen oxides (NO_x); sulfur oxides (SO_x); particulate matter up to 10 microns in diameter (PM₁₀); and lead (Pb). O₃

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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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(smog) is formed by a photochemical reaction between NO_x and reactive organic compounds (ROCs). Thus, impacts from O₃ are assessed by evaluating impacts from NO_x and ROCs.

The net increase in pollutant emissions determines the impact on regional air quality as a result of a proposed project. The results also allow the local government to determine whether a proposed project would deter the region from achieving the goal of reducing pollutants in accordance with the air quality management plan (AQMP) in order to comply with Federal and State AAQS.

Construction Emission Thresholds

To determine whether a significant impact would occur during construction, the SDAPCD informally recommends quantifying construction emissions and comparing them to significance thresholds (pounds/day) found in the SDAPCD regulations for stationary sources (pursuant to Rule 20.1, et seq.) and shown in Table III-1, Air Quality Significance Thresholds – Per SDAPCD. If emissions during construction would exceed the thresholds that apply to stationary sources, then construction activities would have the potential to violate air quality standards or contribute substantially to existing violations.

**Table III-1
Air Quality Significance Thresholds – Per SDAPCD**

| Pollutant | SDAPCD Thresholds (lbs/day) ¹ | SDAPCD Thresholds (tons/year) |
|--|--|-------------------------------|
| Carbon Monoxide (CO) | 550 | 100 |
| Oxides of Sulfur (SO _x) | 250 | 40 |
| Volatile Organic Compounds (VOCs) ² | 751 | 40 |
| Oxides of Nitrogen (NO _x) | 250 | 40 |
| Particulate Matter (PM ₁₀) | 100 | 15 |

Notes:

County of San Diego Land Use and Environment Group, Department of Planning and Land Use, Draft Guidelines for Determining Significance and Report Format and Content Guidance Requirements Air Quality, 2007.

Alternatively referred to as Reactive Organic Compounds

Source: SDAPCD Rule 1501, 20.2(d)(2), 1995.

The charter middle school would require minor grading for the upper parking lot along with interior modifications to the existing structure. The project would be compatible with the surrounding development and is permitted by the community plan and zoning designation.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Construction activities required for the project would generate minor pollutant emissions. Sources of construction-related air emissions typically include fugitive dust from grading activities; construction equipment exhaust; construction-related trips by workers, delivery trucks, and material-hauling trucks; and, construction-related power consumption. It is assumed that the project would require demolition; site preparation (including utility installation); paving; however, construction activities would be temporary and would cease upon completion. Furthermore, as previously mentioned, the charter middle school would require minor grading for the upper parking lot along with interior modifications to the existing structure.

Total projected construction maximum daily emission levels for each criteria pollutant are anticipated to be below the established significance thresholds for all construction stages of the proposed development for the associated pollutants. In addition, any architectural coatings used during construction would be compliant with the SDAPCD Rule 67.0, which limits volatile organic compound (VOC) content. Thus, emissions associated with project construction would not result in a significant impact on ambient air quality. Additionally, because emissions are anticipated to be less than the significance levels, the project would not conflict with or obstruct the implementation of the San Diego Regional Air Quality Standards (RAQS) or applicable portions of the State Implementation Plan (SIP).

As applicable, standard design and operational measures (such as minimize the idling of construction vehicles onsite; properly maintain of mobile and other construction equipment would be implemented, as appropriate, during the construction phase to reduce potential emissions (e.g. fugitive dust). Additionally, the project would be consistent with applicable City requirements aimed at protecting air quality and reducing green house gas emissions.

Operational activities associated with the project would be typical of hospital and school uses and would not produce substantial quantities of emissions, due to the nature of such uses. For the above reasons, project impacts are considered less than significant, and mitigation is not required.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact.

Short-Term (Construction) Emissions. Typical project construction activities could potentially generate combustion emissions from onsite heavy-duty construction vehicles and motor vehicles transporting the construction crew and necessary construction materials. Exhaust emissions generated by construction activities would generally result from the use of typical

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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construction equipment that may include excavation equipment, forklift, skip loader, and/or dump truck. Variables that factor into the total construction emissions potentially generated include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on or offsite. It is anticipated that construction equipment would be used onsite for four to eight hours a day; however, construction would be short-term and impacts to neighboring uses would be minimal and temporary.

Fugitive dust emissions are generally associated with land clearing and grading operations. Due to the nature of the project, construction activities are expected to create minimal fugitive dust, as a result of the interior modification. Construction operations would include standard measures as required by City of San Diego grading permit to reduce potential air quality impacts to less than significant. Therefore, impacts associated with fugitive dust are considered less than significant, and would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. No mitigation measures are required.

Long-Term (Operational) Emissions. Long-term air emission impacts are those associated with stationary sources and mobile sources related to any change caused by a project. The project would produce minimal stationary source emissions. Once interior construction is complete, long-term air emissions would potentially result from such sources as fireplaces, heating, ventilation, and cooling (HVAC) systems, and other motorized equipment typically associated with these uses. The project is compatible with the surrounding development and is permitted by the community plan and zoning designation. Based on the land use, project emissions over the long-term are not anticipated to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Impacts would be less than significant, and mitigation is not required

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

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| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Less Than Significant Impact. The project, combined with known and reasonably foreseeable growth in the area, could result in cumulatively considerable emissions of nonattainment criteria air pollutants.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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In analyzing cumulative impacts from the project, the analysis must specifically evaluate a project’s contribution to the cumulative increase in pollutants for which the SDAB is designated as nonattainment for the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). If the project does not exceed thresholds and is determined to have less than significant project-specific impacts, it may still contribute to a significant cumulative impact on air quality if the emissions from the project, in combination with the emissions from other proposed or reasonably foreseeable future projects, are in excess of established thresholds. However, the project would only be considered to have a significant cumulative impact if the project’s contribution accounts for a significant proportion of the cumulative total emissions (i.e., it represents a “cumulatively considerable contribution” to the cumulative air quality impact).

The SDAB has been designated as a federal nonattainment area for O₃, and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. PM₁₀ and PM_{2.5} emissions associated with construction generally result in near-field impacts. As discussed previously, the emissions of all criteria pollutants, including PM₁₀ and PM_{2.5}, would be well below the significance levels. Construction would be short-term and consistent with the size and scale of the project. The charter middle school would require minor grading for the upper parking lot along with interior modifications to the existing structure. Construction activities required for the implementation of the project would not result in significant impacts to air quality. It is unlikely that construction would be conducted for the project at the same time and in the same general vicinity as other major construction projects; therefore, project construction is not anticipated to result in a cumulatively significant impact related to particulate matter emissions. Impacts would be less than significant.

- d) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Odors would be generated from vehicles and/or equipment exhaust emissions during construction (interior modification) of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment and architectural coatings. Such odors are temporary and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be considered less than significant. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project entails hospital and school uses and would not result in the creation of a land use that is commonly associated with odors. Therefore, project operations would result in an odor impact that is less than significant.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| IV. BIOLOGICAL RESOURCES – Would the project: | | | | |
| a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact. Onsite landscaping is non-native and the project site does not contain any sensitive biological resources on site nor does it contain any candidate, sensitive, or special status species. Therefore, no impacts would occur, and no mitigation measures are required.

| | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. Refer also to Response to IV(a), above. The project site does not contain any riparian habitat or other identified community, as the site currently is developed and contains associated non-native landscaping. Therefore, no impacts would occur, and no mitigation measures are required.

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| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The site currently is developed and does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur, and no mitigation measures are required. Refer also to Response to IV(a), above.

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| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. No wildlife corridors are on or near the project site, as the site is located within an established urban neighborhood within the City of San Diego. Therefore, no impacts would

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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occur, and no mitigation measures are required. Refer also to Response to IV(a), above.

- e) Conflict with any local policies or ordinances protecting biological resources, such a as tree preservation policy or ordinance?

No Impact. The City is a participant in the Multiple Species Conservation Program (MSCP), a comprehensive, long-term habitat conservation program designed to provide permit issuance authority for take of covered species to the local regulatory agencies. The MSCP is implemented in the City through the Subarea Plan. Although the project is within a Development Area identified in the Subarea Plan, it has not been identified as a strategic preserve, nor is it located within or adjacent to the Multi-Habitat Planning Area (MHPA). There is no sensitive habitat or MHPA designated lands within the vicinity of the property. The project would not conflict with any local policies and/or ordinances protecting biological resources and there are no other policies or ordinances that apply to the project. Impacts would be less than significant.

- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Refer also to Response to IV(a), above. The project site is not within the City’s MHPA, and no other adopted conservation plans affect the subject site. Therefore, no impacts would occur, and no mitigation measures are required.

V. CULTURAL RESOURCES – Would the project:

- a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?

No Impact. The purpose and intent of the *Historical Resources Regulations of the Land Development Code (Chapter 14, Division 3, and Article 2)* is to protect, preserve and, where damaged, restore the historical resources of San Diego. The regulations apply to all proposed development within the City of San Diego when historical resources are present on the premises. CEQA requires that before approving discretionary projects, the Lead Agency must identify and examine the significant adverse environmental effects, which may result from that project. A project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment (Sections 15064.5(b) and 21084.1). A substantial adverse change is defined as demolition, destruction, relocation, or alteration activities, which would impair historical significance (Sections 15064.5(b)(1)). Any historical resource listed in, or eligible to be listed in the California Register of Historical Resources,

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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including archaeological resources, is considered to be historically or culturally significant.

ARCHAEOLOGICAL RESOURCES

No Impact. Although the project site is located within a high sensitivity area on the City of San Diego’s Historical Resources Sensitivity map, the project site has been previously graded to allow for the existing development. Furthermore, the project site has been previously graded to allow for the existing development and due to the limited amount of soil disturbance, it was determined that there is no potential to impact any unique or non-unique historical resources and no further work was necessary. Therefore, no impacts would occur, and no mitigation measures are required.

BUILT ENVIRONMENT

No Impact. The City of San Diego criteria for determination of historic significance, pursuant to the CEQA, is evaluated based upon age (over 45 years), location, context, association with an important event, uniqueness, or structural integrity of the building. In addition, projects requiring the demolition of structures that are 45 years or older are also reviewed for historic significance in compliance with CEQA. CEQA Section 21084.1 states that “A project that may cause a substantial adverse change in the significance of a historical resource is a project that may cause a significant effect on the environment.”

Historical Resources staff determined that the property / structure is not an individually designated resource and is not located within a designated historic district. Furthermore, the property does not meet designation criteria as a significant resource under any adopted criteria. Therefore, no impacts would occur, and no mitigation measures are required.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. Refer to response V(a), above.

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The project site would not exceed the City’s Significance Determination Thresholds; therefore, monitoring is not required.

- d) Disturb and human remains, including those interred outside of formal cemeteries?

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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No Impact: No cemeteries, formal or informal, have been identified on site or within the project vicinity. Refer to response V(b), above. Therefore, no impacts would occur.

VI. GEOLOGY AND SOILS – Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. The project site is assigned Geologic Hazard Zone 52 according to the *City of San Diego Safety Seismic Study Maps*. Hazard Category 52 is characterized by level areas, gently sloping to steep terrain, unfavorable geologic structure, with a low risk. The project is required to comply with the seismic requirements of the California Building Code, through utilization of proper engineering design and standard construction practices, to be verified at the building permit stage, which would ensure that the potential for impacts from regional geologic hazards would be less than significant.

Significant geologic hazards were not identified that would adversely affect the proposed project. The project site is not located within a State of California Earthquake (Alquist-Priolo) Fault Zone. Ground surface rupture, lurching, or cracking of the ground surface as a result of nearby or distant seismic events are considered unlikely.

Therefore, impacts resulting from implementation of the project related to rupture of a known fault are considered to be less than significant, and no mitigation measures are required.

- ii) Strong seismic ground shaking?

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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. The site would be affected by seismic activity as a result of earthquakes on major active faults located throughout the Southern California area. However, the site is not located within a State of California Earthquake Fault Zone. Proper engineering design, in accordance with the California Building Code, through utilization of appropriate engineering design measures and standard construction practices, to be verified at the building permit stage, would ensure that potential for impacts from regional geologic hazards would be less than significant.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less than Significant Impact. Liquefaction occurs when loose, unconsolidated, water-laden soils are subject to shaking, causing the soils to lose cohesion. Implementation of the project would not result in an increase in the potential for seismic-related ground failure, including liquefaction, to occur. Proper engineering design, in accordance with the California Building Code, through utilization of appropriate engineering design measures and standard construction practices, to be verified at the building permit stage, would ensure that potential for impacts from regional geologic hazards would be less than significant. Compliance with these standards is anticipated to limit hazards from seismic ground failure, including liquefaction, to less than significant levels. No mitigation measures are required.

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| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. The project would be required to comply with proper engineering design, in accordance with the California Building Code, through utilization of appropriate engineering design measures and standard construction practices. These measures would be verified at the building permit stage, to ensure that potential for impacts from geologic hazards would be less than significant. Compliance with these standards is anticipated to limit hazards from landslides to less than significant levels. No mitigation measures are required.

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| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. Construction of the project would temporarily disturb onsite soils during minor grading activities of the upper parking lot, thereby increasing the potential for soil erosion to occur; however, the use of standard erosion control measures during construction would reduce potential impacts to a less than a significant level. In addition, once construction is complete, project would be landscaped in accordance with City landscaping requirements to reduce the potential for erosion to occur and all storm water requirements would be met. Therefore, impacts would be less than significant, and no mitigation measures are required.

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| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. Refer to Response VI(a), above. The project would be

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| constructed consistent with proper engineering design, in accordance with the California Building Code. Utilization of appropriate engineering design measures and standard construction practices, to be verified at the building permit stage, would ensure that potential for impacts from geologic hazards would be less than significant. Therefore, impacts related to unstable soils are considered less than significant, and no mitigation measures are required. | | | | |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less than Significant Impact. Refer to Response VI(a), above. The project would be constructed consistent with proper engineering design, in accordance with the California Building Code. Utilization of appropriate engineering design measures and standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from geologic hazards would be less than significant. Therefore, impacts related to unstable soils are considered less than significant, and no mitigation measures are required.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project site is located within an area that is already developed with existing infrastructure (i.e., water and sewer lines) and does not propose any septic systems. In addition, the project as proposed does not require the construction of any new facilities as it relates to wastewater, as services are available to serve the project site. No impacts would occur, and no mitigation measures are required.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. The City does not currently have adopted thresholds of significance for GHG emissions. The City is therefore utilizing the California Air Pollution Control Officers Association (CAPCOA) report “CEQA & Climate Change” dated January 2008 as an interim-screening threshold to determine whether a GHG analysis would be required. A 900 metric ton screening threshold for determining when an air quality analysis is required was chosen based on available guidance from the CAPCOA white paper. The CAPCOA report references the 900 metric ton guideline as a conservative threshold for requiring further analysis

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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| measures are required. | | | | |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Less than Significant Impact. The following is a summary of applicable City of San Diego plans, policies, and regulations that pertain to greenhouse gas emissions and efforts to reduce such emissions.

City of San Diego General Plan – Conservation Element

The General Plan’s Conservation Element reflects key goals contained in many other City and regional plans and programs and would help guide their future updates. The Conservation Element ties various natural resource-based plans and programs together using a village strategy of growth and development. It contains policies for sustainable development, preservation of open space and wildlife, management of resources, and other initiatives to protect the public health, safety, and welfare. It should be noted that the Project qualifies for the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program implemented by the City, as it would integrate solar generation equipment to meet the minimum 50% criteria of the electrical energy demand of the houses. The buildings are also designed with other sustainable features, such as high efficiency lighting, windows, energy-star appliances, and water conservation designs.

Policies, which address local greenhouse gas mitigation strategies in San Diego are integrated within the General Plan. Together, this collection of policies support and promote the adopted recommendations outlined in the City’s Climate Protection Action Plan (describe in further detail below). The City is continuing to investigate additional steps that can be taken to help reduce greenhouse gas emissions, identify adaptation goals, and curb the impact of climate change at the local level.

San Diego Sustainable Community Program

In 2002, the City Council adopted the San Diego Sustainable Community Program. This program established the partnership with the Cities for Climate Protection (CCP) Campaign, which is a program administered by the International Council for Local Environmental Initiatives. To date, more than 800 local governments worldwide participate in the campaign, including 30 cities and counties located in California. The campaign is based on a performance framework structured around five milestones that local governments commit to undertake. Local governments identify the source of greenhouse gas emissions, calculate the volume contributed from energy use, transportation, and waste management, and then develop an action plan to reduce those emissions. The Sustainable Community Program also established

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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San Diego’s Greenhouse Gas reduction goal of 15 percent below 1990 levels by the year 2010.

City of San Diego Climate Protection Action Plan

The City has a Climate Protection Action Plan that addresses both the greenhouse gas emissions from the community (residential, commercial and industrial sectors) and the greenhouse gas emissions specifically from the operations provided by City government. Each category is broken down into the three major sources: Energy, Waste, and Transportation. It tracks greenhouse gas emissions using a standardized computer software program, and the comparison between 1990 and 2004 reveal an interesting trend. The City organization has continued to reduce its share of greenhouse gas emissions through fuel efficiency, energy conservation, and the use of renewable energy, and the use of methane gas (biogas) to generate electricity.

Refer to Response VII(a), above, regarding discussion of project-related greenhouse gas emissions. The Project does not conflict with any applicable plans, policies, or regulations pertaining to the reduction of greenhouse gases. Impacts would be less than significant, and no mitigation measures are required.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:

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

Less Than Significant Impact. A Phase I Environmental Site Assessment (ESA) Update for the project site was prepared by (prepared by Bryant GeoEnvironmental Inc., dated August 24, 2012) to evaluate potential on- and off-site sources of hazardous materials contamination. Bryant GeoEnvironmental Inc. conducted a Phase I ESA at the subject property in 2008 and. The current Phase I ESA Update included a review of the previous 2008 Phase I ESA report, reconnaissance of subject property and surrounding parcels, and an updated regulatory database review. The results and conclusions are summarized as follows.

Based on the Phase I ESA Update, the potential for significant contaminations associated with recognized environmental concerns (RECs) is considered low. The subject property was found to be the same as was reported in the 2008 Phase I. In general the same two medical buildings, paved and landscaped areas exists on the site. No other or new suspect conditions were found on the site during the recent 2012 Phase I Update. Much like the 2008 Phase I Report, the North Wing was unoccupied as before and the South Wing had limited use by CNRI on two floors; no significant changes were discovered on the site.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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No suspect conditions were observed on the surrounding properties. In general the surrounding properties have remained generally unchanged and consisted of older residences and a small park.

Considering the results of the Phase I ESA Update, site conditions observed, present land use identified, on- and off-site information provided, and the findings contained in the 2008 Phase I ESA, no additional assessment was warranted. However, as recommended in the 2008 Phase I ESA, should renovations/remodeling be planned in the structures affected by Asbestos Containing Materials (ACMs), then a detailed asbestos survey would be necessary. While the City of San Diego does not have permitting authority over the handling of hazardous material, all demolition activities must be conducted in accordance with the San Diego County Air Pollution Control District (SDAPCD) Rules 361.140 through 361.156 and the California Code of Regulations Title 8 and 17 regarding the handling and disposal of asbestos-containing materials and lead-based paints, respectively.

If the testing shows the presence of asbestos or lead-based paints, then proper precautions must be made during the removal and disposal of asbestos or lead-based paint containing materials. The removal and disposal of these materials is regulated by state agencies (Cal-OSHA and Cal-EPA), the SDAPCD, and the County of San Diego Department of Environmental Health (DEH). These agencies ensure that the demolition crew, adjacent residents, or other individuals are not exposed to these hazardous building materials.

The project proposes no changes to the existing hospital; whereas interior tenant improvements are being proposed to the convalescent hospital building in order to convert from a convalescent hospital to a middle school; therefore, necessitating the completion of an asbestos survey. While the City of San Diego does not have permitting authority over the handling of hazardous material, all demolition activities must be conducted in accordance with the San Diego County Air Pollution Control District (SDAPCD) Rules 361.140 through 361.156 and the California Code of Regulations Title 8 and 17 regarding the handling and disposal of Asbestos-containing materials and Lead-based paints, respectively.

Because the above-mentioned State and County agencies oversee asbestos and lead-based paint removal, and it is required of the applicant to notify these agencies prior to any demolition activities as per state and county law, human health and public safety impacts due to the demolition of the on-site structures would be less than significant.

Furthermore, due to the nature of the project, the routine transport, use, or disposal of hazardous materials on or through the subject site is not anticipated. Although minimal amounts of such substances may be present during interior tenant improvements, they are not

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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anticipated to create a significant public hazard. Additionally, the project would be required to comply with all federal, state and local requirements associated hazardous materials; therefore, impacts would be less than significant, and no mitigation is required.

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. Refer to VIII(a) above. Although minimal amounts of such substances may be present during interior tenant improvements, the project would not create a significant hazard to the public. Furthermore, the project would be required to comply with all federal, state and local requirements associated hazardous materials. Therefore, no significant impacts related to this issue were identified, and no mitigation measures are required.

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

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. Refer to VIII(a) and VIII(b), above. Although the project is located within one-quarter of an existing (Sherman Elementary School), the project would not emit hazardous emissions nor handle hazardous or acutely hazardous materials, substances or waste. The project is a lot line adjustment to create two legal parcels with each lot retaining the existing structures. One lot would remain as a hospital, whereas the other lot would convert the structure from convalescent hospital to a middle school. No significant impacts would occur, and no mitigation measures are required.

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

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. Refer to VIII(a). Although the project site (the existing CNRI) was identified as a hazardous materials site pursuant to Government Code Section 65962.5, the Phase I ESA Update conducted determined that no recognized environmental concerns (RECs) were identified on-site. Therefore, no significant impacts related to this issue were identified, and no mitigation measures are required.

- e) For a project located within an airport land use plan or, where such a plan has not been

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| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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adopted, within two mile of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Activities associated with the minor grading associated with the upper parking lot or the interior tenant improvements would not increase the potential to result in a safety hazard for people residing or working in areas surrounding the project site. Long-term operation of the project would not interfere with the operations of any airport. The project site is not located within any airport land use plan, the airport environs overlay zone, or airport approach overlay zone. Therefore, no significant impacts would occur, and no mitigation measures are required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. Refer to Response to VII(e), above. The site is not in proximity to any private airstrip. Therefore, no significant impacts would occur, and no mitigation measures are required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project would not interfere with the implementation of or physically interfere with an adopted emergency response plan or evacuation plan. No roadway improvements are proposed that would interfere with circulation or access, and all minor construction would occur onsite. No impacts would occur, and no mitigation measures are required.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The project site is located within an urbanized and developed area. There are no wildlands or other areas prone to wildfire within the vicinity of the project site. No significant impacts would occur, and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY - Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Less than Significant Impact. The project would comply with all storm water quality standards during and after construction and appropriate Best Management Practices (BMPs) must be utilized. Implementation of these BMPs would preclude any violations of existing standards and discharge regulations. Impacts would be less than significant, and no mitigation measures are required.

- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater 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)?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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Less Than Significant Impact. The project site does not require the construction of wells, and the use of groundwater would not be required. In addition, the project is located in an urban area, and public water service is currently provided to the existing residence. Connection to the public water system is available for the project. As such, no significant impacts would occur, and no mitigation measures are required.

- c) 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, which would result in substantial erosion or siltation on- or off-site?

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|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. Limited grading is required for the upper parking lot on the middle school parcel only and significant site alteration would not occur. No streams or rivers occur onsite that would be impacted by the proposed grading activities. As stated above, the project would implement BMPs, as identified in the City of San Diego Storm Water Standards, that are intended to conserve natural areas and minimize impervious cover to maintain or reduce increases in peak flow velocities from the project site. In addition, landscaping would be installed, consistent with City landscaping design requirements, to further reduce the potential for runoff from the project site to occur. With implementation of the proposed BMPs and adherence to City storm water requirements, no adverse impacts to the downstream conveyance system are anticipated. Impacts would be less than significant, and no mitigation measures are required.

- d) Substantially alter the existing drainage pattern of the site or area, including through the

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| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Less than Significant Impact. See Response to IX(c), above. Impacts would be less than significant, and no mitigation measures are required

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| e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. The project is in compliance with all City storm water quality standards during and after construction. Appropriate BMPs would be implemented to ensure that water quality is not degraded; therefore ensuring that project runoff is directed to appropriate drainage systems. Due to the nature of the project, any runoff from the site is not anticipated to exceed the capacity of existing storm water systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation measures are required.

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|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Less than Significant Impact. The project would be required to comply with all City storm water quality standards during and after construction. Appropriate BMPs would be implemented to ensure that the development does not significantly impact water quality. Impacts would be less than significant, and no mitigation measures are required.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The Federal Emergency Management Agency (FEMA) provides all floodplain information through the publication of Flood Insurance Rate Maps (FIRMs). All FIRMs delineate the location of 100- and 500-year floodplains. The project does not propose any housing. Furthermore, based on these maps, the project is not located within a delineated 100- or 500-year floodplain and no such impact would occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Place within a 100-year flood hazard area, structures that would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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No Impact. Refer to response IX(g), above. The project site is not located within a 100-year flood hazard area. No significant impacts would occur, and no mitigation measures are required.

X. LAND USE AND PLANNING – Would the project:

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. No Impact. The project site is located within a developed urban community. The project would not affect adjacent properties or be inconsistent with surrounding land uses. The project would not physically divide an established community. No significant impacts would occur, and no mitigation measures are required.

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Impact. The project would be consistent with the existing SESD-MF-3000 Zone that applies to the property. Additionally, the project is consistent with surrounding residential uses. No changes to the existing General Plan land use or zoning designations are proposed.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project would not conflict with any applicable habitat conservation plan or natural community conservation plan. The project would not conflict with the City’s Multiple Species Conservation Plan (MSCP) in that the site is not located within or adjacent to the MHPA. No significant impacts would occur, and no mitigation measures are required.

XI. MINERAL RESOURCES – Would the project?

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. There are no known mineral resources located on the project site. The urbanized and developed nature of the site and vicinity would preclude the extraction of any such resources. The project site is not currently being utilized for mineral extraction and does not contain any known mineral resources that would be of value to the region. Therefore, no

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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significant impacts were identified, and no mitigation measures are required.

- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See XI(a), above. The project area has not been delineated on a local general plan, specific plan, or other land use plan as a locally important mineral resource recovery site, and no such resources would be affected with project implementation. Therefore, no significant impacts were identified, and no mitigation measures are required.

XII. NOISE – Would the project result in:

- a) Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. Noise is defined as any sound that is undesirable or interferes with normal hearing processes. Projects are reviewed for noise generation, which could impact adjacent sensitive receptors and noise exposure from existing sources. All residential (single and multi-dwelling), schools, libraries, hospitals, daycare, convalescent homes, hotels, motels, and parks are uses that are considered sensitive receptors. Exterior noise levels that exceed 65 decibel Community Noise Equivalent Level (db[A] CNEL) at exterior usable areas may be considered a significant potential noise impact. To determine if existing or future noise levels would adversely affect the project, Eilar Associates, Inc. prepared an acoustical analysis (February 4, 2013) for the project of which the report is summarized below.

The project is a lot line adjustment to create two legal parcels with each lot retaining the existing structures. One parcel would retain the existing hospital while the other parcel would convert the convalescent hospital to a middle school. The acoustical analysis determined that the hospital and the school sites would meet the City’s exterior and interior noise requirements and no impact identified. In addition, calculations identified the project site would not result in an impact to surrounding areas from outdoor areas or roof-mounted HVAC equipment. Furthermore, temporary construction noise would occur; however, construction activities would be required to comply with the construction hours specified in the City’s Municipal Code which are intended to reduce potential adverse effects resulting from construction noise. Therefore, no significant impacts were identified and no mitigation measures are required.

- b) Exposure of persons to, or generation of, excessive ground borne vibration or ground

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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borne noise levels?

Less than Significant Impact. As described in Response to XII(a) above, potential effects from construction noise would be reduced through compliance with City restrictions. Pile driving activities that would potentially result in ground borne vibration or ground borne noise are not anticipated. As such, the project would not result in the exposure of persons to excessive ground borne vibration or noise, and impacts would be less than significant. No mitigation measures are required.

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. As discussed above in Section XII(a), the project’s contribution to the ambient noise environment is not expected to result in significant impacts to any sensitive receptors in the project vicinity. Project-generated traffic would not contribute to a substantial permanent noise increase on area roadways. Therefore, no substantial permanent increase in ambient noise levels is anticipated. Impacts would be less than significant, and no mitigation measures are required.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. The construction would not expose people to a substantial increase in temporary or periodic ambient noise levels. Construction noise would result during grading, and interior tenant improvement activities, but would be temporary in nature. Construction-related noise impacts from the project would generally be higher than existing ambient noise levels in the project area, but would no longer occur once construction is completed. In addition, the project would be required to comply with the San Diego Municipal Code, Article 9.5, Noise Abatement and Control. Implementation of these standard measures would reduce potential Project impacts from an increase in ambient noise levels during construction to a less than significant level, and no mitigation measures are required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the project expose people residing or working in the area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The project site is not located within an airport land use plan nor is it within two miles of a public airport. No impacts would occur, and no mitigation measures are required.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

No Impact. The project site is not located within the vicinity of a private airstrip. No impacts would occur, and no mitigation measures are required.

XIII. POPULATION AND HOUSING – Would the project:

| | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project site is located in a developed urban area. The site currently receives water and sewer service from the City. The project does not propose a use that would induce population growth, nor an extension of infrastructure to new areas. As such, the project would not substantially increase housing or population growth in the area. No roadway improvements are proposed as part of the project. Impacts would be less than significant, and no mitigation measures are required.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project does not propose any removal of existing housing. Therefore, no displacement of housing or residents would occur. No impacts would occur.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. See Response to XIII(b), above.

XIV. PUBLIC SERVICES

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provisions of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service rations, response times or other performance objectives for any of the public services: | | | | |
| i) Fire Protection | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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Less than Significant Impact. The project site is located in an urbanized and developed area where fire protection services are already provided. The project would not adversely affect existing levels of fire protection services to the area, and would not require the construction of new or expansion of existing governmental facilities. Impacts related to fire protection would be less than significant, and no mitigation measures are required.

ii) Police Protection

Less than Significant Impact. The Project site is located in an urbanized and developed area within the City of San Diego where police protection services are already provided. Construction of three single-dwelling units would not adversely affect existing levels of police protection services or create significant new demand, and would not require the construction of new or expansion of existing governmental facilities. As such, impacts related to police protection would be less than significant, and no mitigation measures are required.

iii) Schools

No Impact. The project site is located in an urbanized and developed area where public school services are available. The project would not increase the demand on public schools over that which currently exists because the project proposes a charter middle school. Therefore the project would not create an increase in demand for public educational services. As such, impacts related to schools would be less than significant, and no mitigation measures are required.

v) Parks

Less than Significant Impact. The project site is located in an urbanized and developed area where City-operated parks are available. The project would not significantly increase the demand on existing neighborhood or regional parks or other recreational facilities over that which presently exists. The project is not anticipated to result in a significant increase in demand for parks or other offsite recreational facilities. As such, impacts related to parks would be less than significant, and no mitigation measures are required.

vi) Other public facilities

No Impact. The project site is located in an urbanized and developed area where City services are already available. The project would not adversely affect existing levels of public services and would not require the construction or expansion of an existing governmental facility. No significant impact would occur, and no mitigation measures are required.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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XV. RECREATION –

- a) 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?

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|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The project would not adversely affect existing levels of public services and would not require the construction or expansion of an existing governmental facility. The project would not significantly increase the use of existing neighborhood or regional parks or other recreational facilities. Therefore the project is not anticipated to result in the use of available parks or facilities such that substantial deterioration occurs, or that would require the construction or expansion of recreational facilities to satisfy demand. As such, no significant impacts related to recreational facilities have been identified, and no mitigation measures are required.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

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|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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No Impact. The project would not adversely affect existing levels of public services and would not require the construction or expansion of an existing governmental facility. The project would not significantly increase the use of existing neighborhood or regional parks or other recreational as the project would replace the existing residential unit. Therefore the project is not anticipated to result in the use of available parks or facilities such that substantial deterioration occurs, or that would require the construction or expansion of recreational facilities to satisfy demand. As such, no significant impacts related to recreational facilities have been identified, and no mitigation measures are required.

XVI. TRANSPORTATION/TRAFFIC – Would the project?

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

| | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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Less Than Significant With Mitigation Incorporated. As described, the project proposes a lot

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
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line adjustment to the existing lot in order to create two legal parcels. The existing building located at 446 26th Street would remain as a 58-bed hospital and the existing building located at 458 26th Street would be converted into a 600-student charter middle school.

CNRI HOSPITAL

Today, CNRI is an existing hospital that is comprised of 108-convalescent beds and 58-general beds, for a total of 166-bed hospital. It was determined that the project today generates approximately 1,484 average daily trips (ADT) (324 ADT attributed to convalescent and 1,160 ADT attributed to general) and requires a minimum of 102 parking spaces. The project proposes to eliminate the 108-convalescent beds and retain only the 58-general hospital beds; therefore based on the reduction of beds, the 58-bed hospital would generate approximately 324 ADT. In addition, the 102 total parking spaces on the site would be retained.

The project would not change existing circulation patterns on area roadways; however, a temporary minor increase in traffic may occur during construction. The project site is located within an established urban neighborhood with transit (e.g. buses) present. The project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project is not expected to cause a significant short-term or long-term increase in traffic volumes, and therefore, would not adversely affect existing levels of service along area roadways. Therefore, no impact would occur and mitigation is not required.

ALBERT EINSTEIN ACADEMY

Circulation

EXISTING CONDITIONS

A traffic study, prepared by Fehr & Peers (June 3, 2013), was conducted in order to assess potential traffic impacts associated with the Albert Einstein Academy project. The traffic study determined that the project would generate approximately 972 average daily trips (ADT) with 324 AM peak hour trips (178 inbound and 146 outbound) and 96 PM peak hour trips (47 inbound and 49 outbound). The existing conditions, as well as the project's anticipated impacts in the near-term and horizon year (build-out) conditions, are described as follows.

The project site is bounded by Island Avenue to the north, J Street to the south, 26th Street to the east, and an alley to the west. The characteristics of the key roadway facilities within the project area are as follows:

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

The study area included the following street segments:

| Segments | |
|-------------------------|--|
| ROAD | SEGMENT |
| 25 th Street | between Market Street and G Street |
| 25 th Street | between Island Avenue and Market Street |
| Island Avenue | between 25 th Street and 26 th Street |
| 26 th Street | between G Street and Market Street |
| 26 th Street | between Island Avenue and J Street |
| Island Avenue | between 26 th Street and 27 th Street |
| Island Avenue | between 27 th Street and 28 th Street |
| 28 th Street | between State Route 94 Eastbound ramp and Island Avenue |
| 28 th Street | between State Route 94 Westbound ramp and State Route Eastbound Ramp |

| Freeway Segment | |
|--------------------------|---|
| FREEWAY | SEGMENT |
| Westbound State Route 94 | between 28 th Street and Interstate 15 |

As identified within the traffic analysis, all segments within the study area currently operate at an acceptable level of service (LOS) "D" or better with the exception of the following segments:

- 28th Street between State Route 94 westbound ramps and State Route 94 eastbound ramp (LOS F)
- 28th Street between State Route 94 eastbound ramps and Island Avenue (LOS F)

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

The study area includes the following street intersections:

| Intersections | |
|---------------|---|
| 1 | 25 th Street and Market Street* |
| 2 | 25 th Street and Island Avenue |
| 3 | 26 th Street and Island Avenue |
| 4 | 26 th Street and J Street |
| 5 | 27 th Street and Island Avenue |
| 6 | 28 th Street and Island Avenue* |
| 7 | 28 th Street and G Street |
| 8 | 28 th Street and State Route 94 (Westbound Ramp) |
| 9 | 28 th Street and State Route 94** (Eastbound Ramp) |

Note: * = Intersection is Signalized

As identified within the traffic analysis, all intersections within the study area currently operate at an acceptable level of service (LOS) "C" or better during both the AM and PM peak hour periods with the exception of the following intersections:

- 28th Street and State Route 94 eastbound ramp (LOS F - PM)
- 28th Street and State Route 94 westbound ramp (LOS F - PM)

EXISTING PLUS PROJECT

This scenario includes existing traffic volumes with the addition of traffic generated by the project. Under the existing plus project scenario, all roadway segments within the study area would continue to operate at a LOS "D" or better with the exception of two segments:

- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp
- 28th Street between State Route 94 eastbound ramp and Island Avenue

Based upon the significance criteria, the addition of project traffic under the existing plus project scenario conditions causes a significant impact to the following segments that would require mitigation:

- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| <ul style="list-style-type: none"> 28th Street between State Route 94 eastbound ramp and Island Avenue | | | | |

Under the existing plus project scenario, all intersections within the study area would continue to operate at a LOS “C” or better with the exception of the following two intersections:

- 28th Street and State Route 94 eastbound ramp (LOS F – PM)
- 28th Street and State Route 94 westbound ramp (LOS F – PM)

Based upon the significance criteria, the addition of project traffic under the existing plus project scenario conditions causes a significant impact to the following intersections that would require mitigation:

- 28th Street and State Route 94 eastbound ramp (LOS F – PM)
- 28th Street and State Route 94 westbound ramp (LOS F – PM)

Lastly, freeway ramp meter operations under the existing plus project scenario is not anticipated to result in significant impacts in that the project would not result in a substantial increase to ramp meter delay. In addition, the study concluded that under the existing plus project the project would not result in a substantial change in volume to capacity to freeway segments.

NEAR-TERM IMPACTS

Near-term without the project volumes are determined by adding all other known projects planned to be built within the next several years to the existing traffic volumes to create the near-term without project condition. Then the traffic that would be generated by the project is added to the near-term without the project condition in order to obtain the near-term plus project conditions. If the project’s contribution is found to be significant, a direct impact would occur.

Near-Term without Project

Roadway segments within the study area under the near-term without project scenario would continue to operate at a LOS “D” or better with the exception of the following segments:

- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp (LOS F)
- 28th Street between State Route 94 eastbound ramp and Island Avenue (LOS F)

All intersections within the study area under the near-term without the project scenario would continue to operate at a LOS “C” or better with the exception of the following two intersections:

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| <ul style="list-style-type: none"> • 28th Street and State Route 94 eastbound ramp (LOS F – PM) • 28th Street and State Route 94 westbound ramp (LOS F – PM) | | | | |

Near-Term with Project

Roadway segments within the study area under the near-term with project scenario would continue to operate at a LOS “D” or better with the exception of the following segments:

- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp (LOS F)
- 28th Street between State Route 94 eastbound ramp and Island Avenue (LOS F)

Based upon the significance criteria, the addition of project traffic under the near-term with project scenario conditions causes a significant impact to the following segments that would require mitigation:

- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp (LOS F)
- 28th Street between State Route 94 eastbound ramp and Island Avenue (LOS F)

All intersections within the study area under the near-term with project scenario would continue to operate at a LOS “C” or better with the exception of the following two intersections:

- 28th Street and State Route 94 eastbound ramp (LOS F – PM)
- 28th Street and State Route 94 westbound ramp (LOS F – PM)

Based upon the significance criteria, the addition of project traffic under the near-term with project scenario conditions causes a significant impact to the following intersections that would require mitigation:

- 28th Street and State Route 94 eastbound ramp (LOS F – PM)
- 28th Street and State Route 94 westbound ramp (LOS F – PM)

Lastly, freeway ramp meter operations under the near-term with the project scenario is not anticipated to result in significant impacts in that the project would not result in a substantial increase to ramp meter delay. In addition, the study concluded that under near-term with project, the project would not result in a substantial change in volume to capacity to freeway segments.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

*CUMULATIVE (2035)*Cumulative (2035) without Project

Roadway segments within the study area under the 2035 without project scenario are projected to operate at a LOS "D" or better with the exception of the following segments:

- 25th Street between G Street and Market Street (LOS E)
- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp (LOS F)
- 28th Street between State Route 94 eastbound ramp and Island Avenue (LOS F)

All intersections within the study area the 2035 without project scenario are projected to operate at a LOS "D" or better with the exception of the following intersections:

- Market Street and 25th Street (LOS F – PM)
- 28th Street and State Route 94 eastbound ramp (LOS F – PM)
- 28th Street and State Route 94 westbound ramp (LOS F – PM)

Cumulative (2035) with Project

Roadway segments within the study area under the 2035 with project scenario are projected to operate at a LOS "D" or better with the exception of the following segments:

- 25th Street between G Street and Market Street (LOS E)
- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp (LOS F)
- 28th Street between State Route 94 eastbound ramp and Island Avenue (LOS F)

Based upon the significance criteria, the addition of project traffic under the future year conditions causes a significant impact to the following segments that would require mitigation:

- 28th Street between State Route 94 westbound ramp and State Route 94 eastbound ramp (LOS F)
- 28th Street between State Route 94 eastbound ramp and Island Avenue (LOS F)

All intersections within the study area the 2035 with project scenario are projected to operate at a LOS "C" or better with the exception of the following three intersections:

- Market Street and 25th Street (LOS E – PM)
- 28th Street and State Route 94 eastbound ramp (LOS F – AM and PM)
- 28th Street and State Route 94 westbound ramp (LOS E – AM and LOS F – PM)

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

Based upon the significance criteria, the addition of project traffic under the future year conditions causes a significant impact to the following intersections that would require mitigation:

- 28th Street and State Route 94 eastbound ramp (LOS F – AM and PM)
- 28th Street and State Route 94 westbound ramp (LOS E – AM and LOS F – PM)

Lastly, freeway ramp meter operations under the future year conditions with the project scenario is not anticipated to result in significant impacts in that the project would not result in a substantial increase to ramp meter delay. In addition, the study concluded that under the future year scenario the project would not result in a substantial change in volume to capacity to freeway segments.

CONCLUSIONS

Direct Impacts

The project would result in significant direct impacts to two intersections (28th Street and State Route 94 eastbound ramps, and 28th Street and State Route 94 westbound ramps). This impact would be mitigated through installation of an all-way stop control at both locations as detailed in Section V of the attached MND.

The project would also result in significant direct impacts to two roadway segments (28th Street between State Route 94 westbound ramps and State Route 94 eastbound ramps, and 28th Street between State Route 94 eastbound ramps and Island Avenue), however these segments are built out to their ultimate roadway classification and the intersection mitigation detailed in Section V of the attached MND would mitigate impacts to the segments and improve overall corridor operations.

Cumulative Impacts

A significant cumulative (2035) impact was identified at the intersection of 28th Street and State Route 94 westbound ramp because of the projected queue lengths related to the presence of the all-way stop control. Due to the impact, mitigation would be required in the form of a fair-share contribution of 18.75 percent toward the cost of the installation of a traffic signal as detailed in Section V of the attached MND.

Therefore, a MMRP, as detailed within Section V of the MND, would be implemented to minimize transportation/circulation impacts. With implementation of the MMRP, potential direct and cumulative transportation/traffic circulation impacts would be reduced to below a level of significance.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

Parking

The Albert Einstein Academy, would be required to provide at a minimum 2.0 spaces per classroom for grades 6 through 9, per the San Diego Municipal Code, if there is no assembly area or 30 parking spaces per 1,000 square feet of assembly area. Based on twenty-two classrooms and a 15 percent reduction for being located within the transit area overlay zone, the project is required to provide 37 parking spaces on-site of which the project is providing 23 in the upper lot and 14 adjacent to the loading zone and play area on the western portion of the site. Therefore, given that the charter middle school would provide all required parking onsite, no impact would result.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

| | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

Less Than Significant With Mitigation Incorporated. Refer to XVI(a) above.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project would not result in a change to air traffic patterns in that the existing structures are consistent with the underlying zone height restrictions. Therefore, the project would not create a safety risk. The affected property is not located within any ALUCPs or near any private airstrip, and would not result in a change in air patterns. No impacts would occur, and no mitigation measures are required.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project would not alter existing circulation patterns. No design features or incompatible uses that would increase potential hazards are proposed, and the project would not affect emergency access to the site or adjacent properties. Driveway design for the project is consistent with City design requirements to ensure safe ingress/egress from the properties. Additionally, as the project site is located in an existing urban neighborhood, it would not result

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

in incompatible uses that would create hazardous conditions. Therefore, significant impacts related to design feature hazards or emergency access would not occur, and no mitigation measures are required.

- e) Result in inadequate emergency access?

No Impact. The project is consistent with the underlying zone and would not result in inadequate emergency access. The project design would be subject to City review and approval for consistency with all design requirements to ensure that no impediments to emergency access occur. No impacts would occur, and no mitigation measures are required. Refer also to Response to XVI(d), above.

- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The project would not disrupt existing or planned bicycle or pedestrian facilities surrounding the project site, and no known unsafe bicycle or pedestrian conditions exist in the study area. The project would make no changes to existing bike lanes or access to transit and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Therefore, impacts to the pedestrian, bicycle, or transit network within and surrounding the project site would be less than significant.

XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. Implementation of the project would not interrupt existing sewer service to the site or other surrounding uses. No increase in demand for wastewater disposal or treatment would be created by the project, as compared to current conditions. The project is not anticipated to generate significant amounts of wastewater. In addition, because the site is located in an urbanized and developed area, adequate services are already available to serve the two new lots. Impacts would be less than significant, and no mitigation measures are required.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

Less than Significant Impact. Construction of the project would not significantly increase the demand for water or wastewater treatment services, and as such, would not trigger the need for new treatment facilities. Adequate services are available to serve the proposed project. Impacts would be less than significant, and no mitigation measures are required.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact.

The volume of new storm water runoff generated by the impervious surface area would not result in substantial quantities requiring new or expanded public storm water treatment facilities, as adequate services are available to serve the residential unit. Therefore, the project would not require the construction of new public storm water drainage facilities or the expansion of existing facilities. See also IX(c-f). Impacts would be less than significant, and no mitigation measures are required

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

| | | | |
|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project does not meet the CEQA significance threshold necessitating the need for the project to prepare a water supply assessment. The project would not adversely affect existing water service. The existing project site currently receives water service from the City, and adequate services are available to serve the site without requiring new or expanded entitlements. Impacts would be less than significant, and no mitigation measures are required.

- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

| | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. The project would not adversely affect existing wastewater treatment services. The existing project site currently receives water service from the City, and adequate services are available to serve the site without requiring new or expanded entitlements. Impacts would be less than significant, and no mitigation measures are required.

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Less than Significant Impact. Construction debris and waste would be generated from the interior renovations and long-term operation of the project. All solid waste from the project site would be transported to an appropriate facility, which would have adequate capacity to accept the limited amount of waste that would be generated by the project. Furthermore, the project is required to comply with the City’s recycling ordinances. Impacts are considered to be less than significant, and no mitigation measures are required.

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Comply with federal, state, and local statutes and regulation related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. The project would comply with all Federal, State, and local statutes and regulations related to solid waste. The project would not result in the generation of large amounts of solid waste, nor generate or require the transport of hazardous waste materials other than minimal amounts generated during the construction phase. All demolition activities would comply with any City of San Diego requirements for diversion of both construction waste during the demolition phase and solid waste during the long-term, operational phase. Impacts would be less than significant, and no mitigation measures are required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –

| | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

Less than Significant with Mitigation Incorporated. As documented in this Initial Study, the project may have the potential to degrade the quality of the environment, notably with respect to transportation/circulation. As such, mitigation measures have been incorporated to reduce impacts to less than significant.

| | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

| Issue | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|-------|--------------------------------|--|------------------------------|-----------|
|-------|--------------------------------|--|------------------------------|-----------|

considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable futures projects)?

Less than Significant with Mitigation Incorporated. As documented in this Initial Study, the project may have the potential to degrade the environment as a result of impacts to transportation/circulation, which may have cumulatively considerable impacts. As such, mitigation measures have been proposed to reduce impacts to less than significant. Other future projects within the surrounding neighborhood or community would be required to comply with applicable local, state, and federal regulations to reduce potential impacts to less than significant, or to the extent possible. As such, the project is not anticipated to contribute to potentially significant cumulative environmental impacts.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

| | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|

Less than Significant Impact. As discussed throughout this document, it is not anticipated that demolition or construction activities would create conditions that would significantly directly or indirectly impact human beings. Where appropriate, mitigation measures have been required, but in all issue areas impacts are no impact, less than significant, or can be reduced to less than significant through mitigation. For this reason, environmental effects fall below the thresholds established by CEQA and the City of San Diego and therefore would not result in significant impacts. Impacts would be less than significant

INITIAL STUDY CHECKLIST**REFERENCES****I. AESTHETICS / NEIGHBORHOOD CHARACTER**

City of San Diego General Plan

Community Plan

Local Coastal Plan

II. AGRICULTURAL RESOURCES & FOREST RESOURCES

City of San Diego General Plan

U.S. Department of Agriculture, Soil Survey - San Diego Area, California, Part I and II, 1973

California Agricultural Land Evaluation and Site Assessment Model (1997)

Site Specific Report:

III. AIR QUALITY

California Clean Air Act Guidelines (Indirect Source Control Programs) 1990

Regional Air Quality Strategies (RAQS) - APCD

Site Specific Report:

IV. BIOLOGY

City of San Diego, Multiple Species Conservation Program (MSCP), Subarea Plan, 1997

City of San Diego, MSCP, "Vegetation Communities with Sensitive Species and Vernal Pools" Maps, 1996

City of San Diego, MSCP, "Multiple Habitat Planning Area" maps, 1997

Community Plan - Resource Element

California Department of Fish and Game, California Natural Diversity Database, "State and Federally-listed Endangered, Threatened, and Rare Plants of California," January 2001

California Department of Fish & Game, California Natural Diversity Database, "State and Federally-listed Endangered and Threatened Animals of California," January 2001

City of San Diego Land Development Code Biology Guidelines

Site Specific Report:

V. Cultural Resources (includes Historical Resources)

City of San Diego Historical Resources Guidelines

City of San Diego Archaeology Library

Historical Resources Board List

Community Historical Survey:

Site Specific Report:

VI. Geology/Soils

City of San Diego Seismic Safety Study

U.S. Department of Agriculture Soil Survey - San Diego Area, California, Part I and II, December 1973 and Part III, 1975

Site Specific Report:

VII. Greenhouse Gas Emissions

Site Specific Report:

Global Climate Change Technical Report, Albert Einstein Academy, 458 26th Street, San Diego, CA, prepared by Eilar Associates Inc. Acoustical & Environmental Consulting and Scientific Resources Associated, dated November 7, 2012.

VIII. Hazards and Hazardous Materials

San Diego County Hazardous Materials Environmental Assessment Listing

San Diego County Hazardous Materials Management Division

FAA Determination

State Assessment and Mitigation, Unauthorized Release Listing, Public Use Authorized

Airport Land Use Compatibility Plan

Site Specific Report:

Phase I Environmental Site Assessment Update, Former Bay View Medical Facility, prepared by Bryant Geoenvironmental, August 24, 2012

IX. Hydrology/Water Quality

- Flood Insurance Rate Map (FIRM)
- Federal Emergency Management Agency (FEMA), National Flood Insurance Program-Flood Boundary and Floodway Map
- Clean Water Act Section 303(b) list, http://www.swrcb.ca.gov/tmdl/303d_lists.html
- Site Specific Report:
- X. Land Use and Planning**
- City of San Diego General Plan
- Community Plan
- Airport Land Use Compatibility Plan
- City of San Diego Zoning Maps
- FAA Determination
- XI. Mineral Resources**
- California Department of Conservation - Division of Mines and Geology, Mineral Land Classification
- Division of Mines and Geology, Special Report 153 - Significant Resources Maps
- Site Specific Report:
- XII. Noise**
- City of San Diego General Plan
- Community Plan
- San Diego International Airport - Lindbergh Field CNEL Maps
- Brown Field Airport Master Plan CNEL Maps
- Montgomery Field CNEL Maps
- San Diego Association of Governments - San Diego Regional Average Weekday Traffic Volumes
- San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG
- Site Specific Report:

Noise Impact Analysis Albert Einstein Academies Charter Middle School,
prepared by Eilar Associates Inc. Acoustical & Environmental Consulting, February 4,
2013

XIII. Paleontological Resources

- City of San Diego Paleontological Guidelines
- Deméré, Thomas A., and Stephen L. Walsh, "Paleontological Resources City of San Diego," Department of Paleontology San Diego Natural History Museum, 1996
- Kennedy, Michael P., and Gary L. Peterson, "Geology of the San Diego Metropolitan Area, California. Del Mar, La Jolla, Point Loma, La Mesa, Poway, and SW 1/4 Escondido 7 1/2 Minute Quadrangles," California Division of Mines and Geology Bulletin 200, Sacramento, 1975
- Kennedy, Michael P., and Siang S. Tan, "Geology of National City, Imperial Beach and Otay Mesa Quadrangles, Southern San Diego Metropolitan Area, California," Map Sheet 29, 1977
- Site Specific Report:

XIV. Population / Housing

- City of San Diego General Plan
- Community Plan
- Series 11/Series 12 Population Forecasts, SANDAG
- Other:

XV. Public Services

- City of San Diego General Plan
- Community Plan

XVI. Recreational Resources

- City of San Diego General Plan
- Community Plan
- Department of Park and Recreation
- City of San Diego - San Diego Regional Bicycling Map
- Additional Resources:

XVII. Transportation / Circulation

___ City of San Diego General Plan

___ Community Plan

___ San Diego Metropolitan Area Average Weekday Traffic Volume Maps, SANDAG

___ San Diego Region Weekday Traffic Volumes, SANDAG

X Site Specific Report:

Final Transportation Impact Study for the Albert Einstein Academy Charter Middle School, prepared by Fehr & Peers, June 3, 2013

XVIII. Utilities

___ _____

XIX. Water Conservation

___ Sunset Magazine, New Western Garden Book, Rev. ed. Menlo Park, CA: Sunset Magazine

Created: March 18, 2010

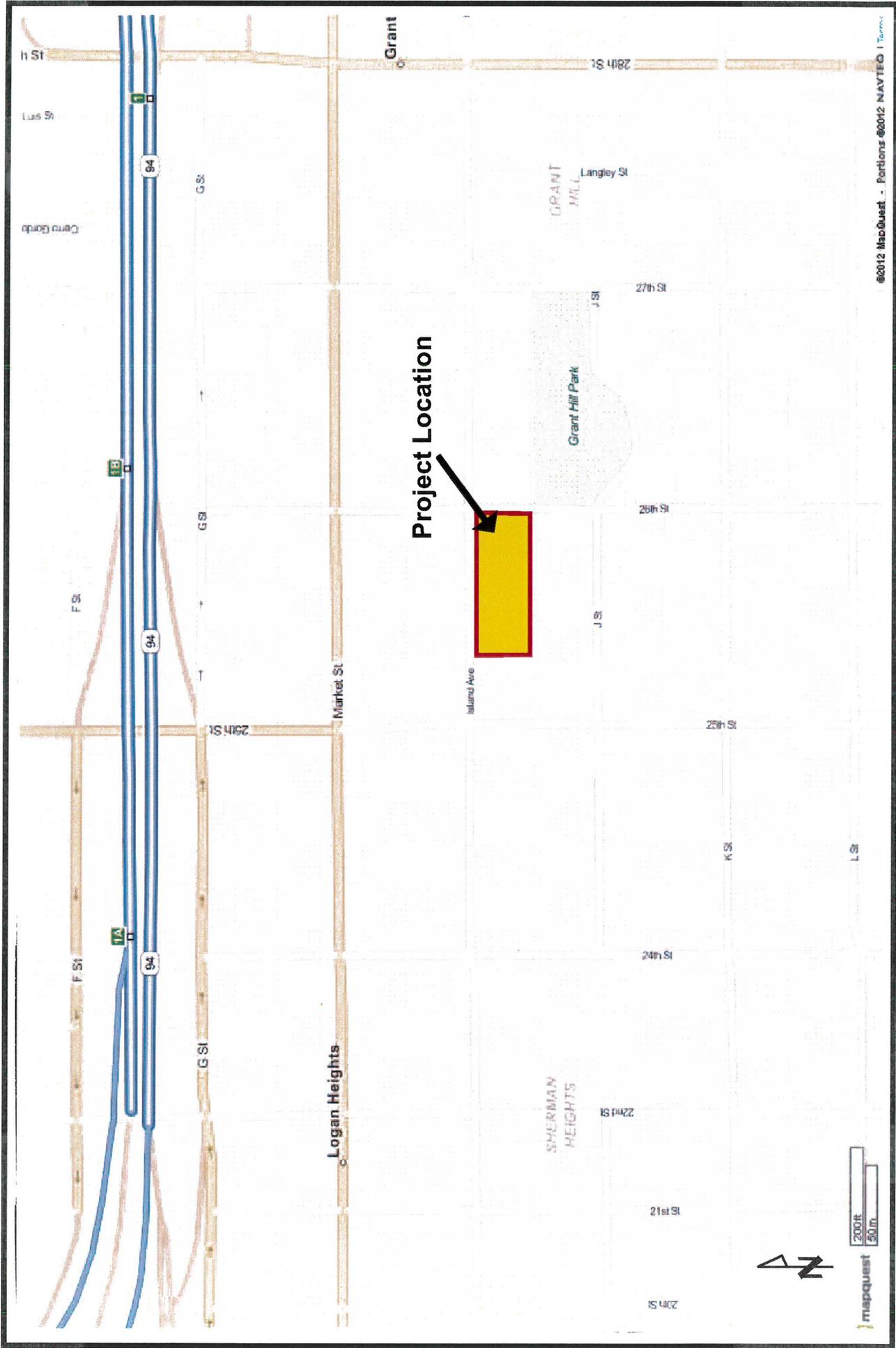
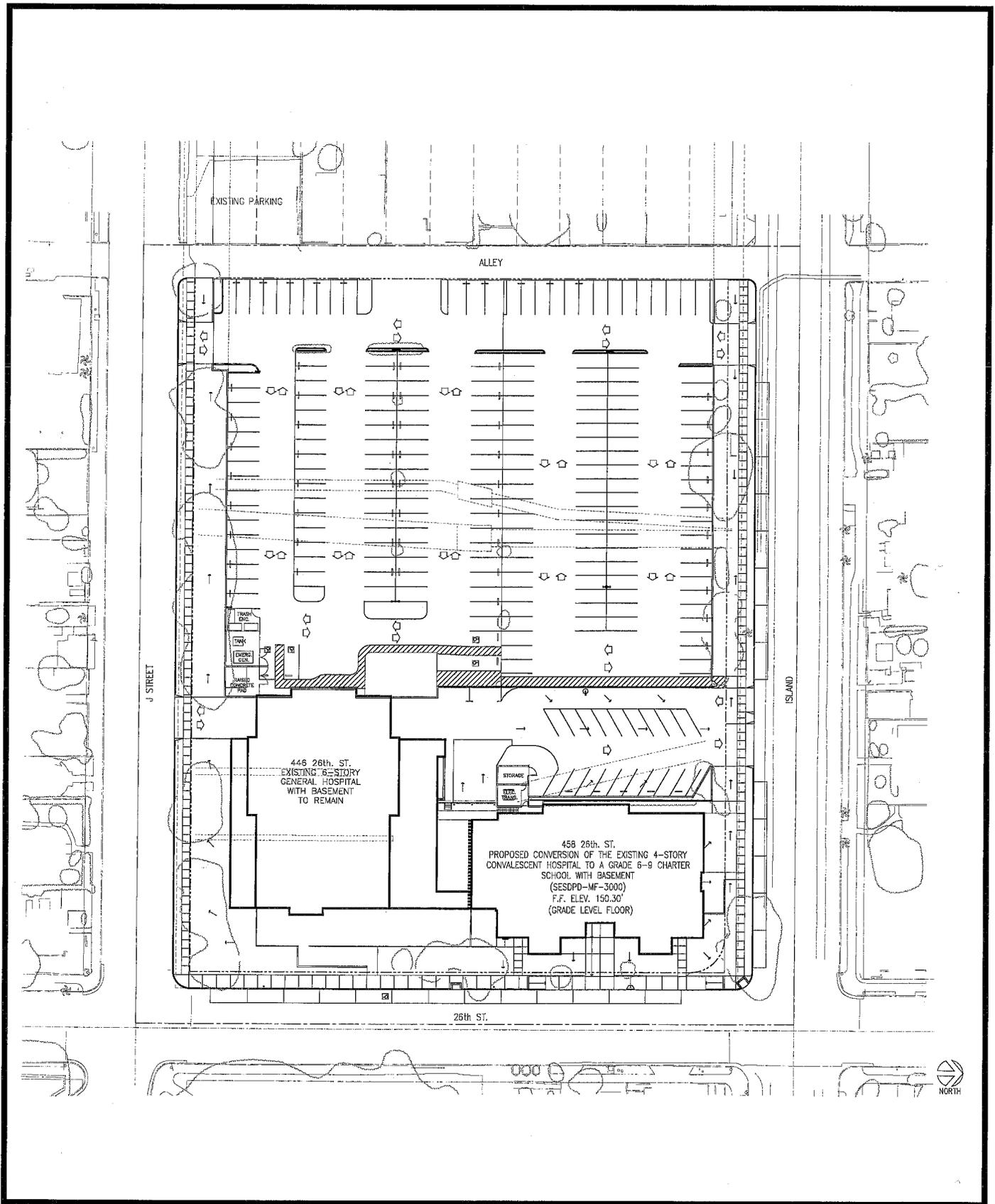


FIGURE
1

Vicinity Map
 CNRI/ALBERT EINSTEIN ACADEMY – PROJECT NO. 296407
 City of San Diego – Development Services Department





Site Plan

CNRI/ALBERT EINSTEIN ACADEMY – PROJECT NO. 296407

City of San Diego – Development Services Department

Figure
No. 2