

(R-99-437 REV.)

RESOLUTION NUMBER R-290901

ADOPTED ON OCTOBER 20, 1998

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING THE FINAL ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE DISPOSAL AND REUSE OF CERTAIN REAL PROPERTIES AT NAVAL TRAINING CENTER, SAN DIEGO, CALIFORNIA AND MAKING CERTAIN FINDINGS REGARDING THE ENVIRONMENTAL IMPACTS OF THE PROPOSED REUSE PLAN, AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, AND A STATEMENT OF OVERRIDING CONSIDERATIONS.

WHEREAS, the San Diego Naval Training Center Reuse Plan was scheduled for a public hearing to be conducted by the Council of The City of San Diego to consider the proposed Reuse Plan and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) No. 96-0255; and

WHEREAS, the Reuse Plan and associated items were considered by the Council on October 20, 1998; and

WHEREAS, the Council considered the issues discussed in Environmental Impact Statement/Environmental Impact Report No. 96-0255; NOW THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego that it be, and it is hereby certified, that Environmental Impact Report No. 96-0255, on file in the office of the City Clerk, in connection with the San Diego Naval Training Center Reuse Plan, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Code of Regulations section 15000 et seq.), that the report reflects the independent judgement of The City

of San Diego as Lead Agency and that the information contained in the report, together with any comments received during the public review process, has been reviewed and considered by this Council.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and the California Code of Regulations section 15091, the City Council hereby adopts the Findings made with respect to the project, a copy of which is attached hereto and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Code of Regulations section 15093, the City Council hereby adopts the Statement of Overriding Considerations, a copy of which is attached hereto and incorporated herein by reference, with respect to the project.

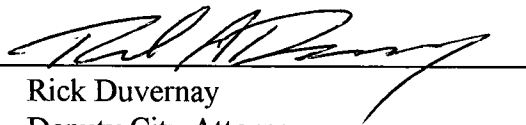
BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081.6, the City Council adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is attached hereto and incorporated herein by reference.

BE IT FURTHER RESOLVED, that at the request of San Diego City Schools, the EIR Findings, in Section I. Public Resources Code Section 21081(a), subsection G) Community Services and Facilities (page 16 of the Findings), shall be revised as follows:

1. In the second sentence of the paragraph titled **Impact**, for further clarification remove the words "in conjunction with other middle schools." The new sentence shall read as follows: "Due to this situation, the project would have a significant cumulative impact on school facilities."
2. In the second sentence of the paragraph titled **Finding**, after the words "make

available" add the words "at no cost." The new sentence shall read as follows: "In addition, on June 30, 1998, the Navy entered into an agreement with The City of San Diego whereby the Navy would make available at no cost to the San Diego Unified School District a seven-acre elementary school site."

APPROVED: CASEY GWINN, City Attorney

By 
Rick Duvernay
Deputy City Attorney

RBD:lc:kjk

10/15/98

02/11/99 REV.

Aud.Cert:N/A

Or.Dept:Comm.&Eco.Dev.

R-99-437

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**CANDIDATE FINDINGS AND
STATEMENT OF OVERRIDING CONSIDERATIONS
for the
Disposal and Reuse of Certain Real Properties
at the
Naval Training Center**

**SCH No. 96051057
LDR No. 96-0255
October 20, 1998**

The California Environmental Quality Act (CEQA) requires that no public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant effects thereof unless such public agency makes one or more of the following findings:

- (A) Changes or alterations have been required in, or incorporated into, such project which mitigate or avoid the significant environmental effects thereof as identified in the completed environmental impact report;
- (B) Such change or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency or can and should be adopted by such other agency; or
- (C) Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report (Cal. Pub. Res. Code Section 21081)

CEQA further requires that, where the decision of the public agency allows the occurrence of significant effects which are identified in the Final EIR, but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its actions based on the Final EIR or other information in the record (Section 15093[b] of the CEQA Guidelines).

The following Findings and Statement of Overriding Considerations have been submitted by the project applicant as candidate Findings to be made by the decision making body. Documents or other materials which constitute the record of proceedings upon which these Findings are made are located at the San Diego

Development Services Center (Fifth Floor), Environmental Analysis Section, 1222 First Avenue, San Diego, California, 92101.

INTRODUCTION

These Findings are made relative to the Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) for the Disposal and Reuse of the Naval Training Center San Diego. The City of San Diego will also use the EIS/EIR to guide its decisions in adopting and implementing the NTC Reuse Plan. In general, the EIS/EIR provides the decision-makers and the public with the information required to understand the future environmental consequences of various alternatives for reuse of the property.

The City's action is adoption of the proposed project, a Reuse Plan for the approximately 429-acre NTC surplus property, portions of which will be conveyed to the City by the federal government. A total of five conceptual land use development alternatives (reuse alternatives) and the No-Action Alternative are considered in the EIS/EIR. All of the alternatives involve the reuse and redevelopment of existing structures and infrastructures, as well as new construction.

The EIS/EIR was prepared pursuant to a Memorandum of Understanding (MOU) between the Navy and the City of San Diego dated February 23, 1994 and addresses two actions: the Navy's proposed disposal of approximately 429 acres on NTC San Diego and the City's proposed plan for reuse of these 429 acres. The City's preferred alternative proposes land use designations for residential (350 dwelling units), educational, recreational, office/research and development/retail/civic, and airport expansion uses. More specific uses consist of a 350- and 650-room hotel, golf course, San Diego Regional Public Safety Training Institute, City of San Diego Metropolitan Wastewater Department laboratory, and a 25-acre California least tern site.

CONCLUSIONS OF THE FINAL EIS/EIR

The Final EIS/EIR evaluates the following environmental issues in relation to the project: land use, transportation and circulation, cultural resources, socioeconomics, infrastructure/utilities, biological resources, geology/soils, hydrology/water quality, air quality, public health/safety, visual resources, noise, hazardous substances/wastes, and community services/facilities. The Final EIS/EIR also evaluates the cumulative and growth-inducing impacts, as well as alternatives to the proposed project.

The Final EIS/EIR indicates that the project's direct significant impacts on the following issues can be substantially lessened or avoided if all the proposed mitigation measures recommended in the Final EIS/EIR are implemented: cultural resources, biological resources, geology/soils, hydrology/water quality, public health/safety, visual resources, hazardous substances/wastes, and community services/facilities. Significant impacts related to land use and transportation/circulation would not be fully mitigated to below a level of significance.

With respect to cumulative impacts, the project would result in significant transportation/circulation impacts and significant community service impacts on schools. Although the project's incremental cumulative impact on schools would be fully mitigated, the cumulative transportation/circulation impacts would remain significant with mitigation.

The following findings are made pursuant to Section 21081 of CEQA and Title 14 of the California Code of Regulations, Sections 15091 and 15093 (State CEQA Guidelines).

I. Public Resources Code Section 21081 (a)

The City Council, having reviewed and considered the information contained in the Final EIS/EIR for Disposal and Reuse of the Naval Training Center San Diego, finds (pursuant to CEQA and the CEQA Guidelines) that changes or alterations have been required in or incorporated into the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIS/EIR with respect to the areas of (A) cultural resources, (B) biological resources, (C) geology and soils, (D) hydrology and water quality, (E) public health and safety, (F) visual resources, and (G) community services and facilities.

A) Cultural Resources

Impact: A trenching program was conducted to identify any undiscovered prehistoric archaeological resources. With the exception of an asphalt road segment buried within the proposed historic district, the trenching program yielded negative results. The asphalt road segment would not be affected. However, implementation of the Reuse Plan may still have the potential to significantly impact potentially-occurring prehistoric resources located above the 1850 mean high tide line.

Finding: To mitigate the potential impacts on potentially-occurring cultural resources to

below a level of significance, future development would be required to implement the following measures:

- An archaeological monitor shall be on-site during construction activities involving grading or excavation in areas west of the 1850 mean high tide line; monitoring shall not be required in areas east (bayward) of the 1850 mean high tide line. The monitor shall be empowered to halt construction in and around areas where previously unevaluated cultural materials, either historic or prehistoric, are unearthed until such time that the resource is inspected by a member of the Society of Professional Archaeologists in consultation with a cultural resource representative of the lead agency responsible for administering the construction/earth moving permit.
- All original maps, field notes, non-burial related artifacts, catalog information and final reports shall be curated at an institution within San Diego County. Qualified institutions are those with proper facilities and staffing for insuring research access to the collections, consistent with Federal standards. If there are no qualified institutions in San Diego County that can accept additional collections, the historical resource consultant shall be responsible for temporary curation until such time as a regional facility becomes available. Arrangements for long-term curation shall be established between future applicants/property owners and the consultant prior to the initiation of the field reconnaissance.

B) Biological Resources

Impact: With respect to potential impacts to federally-listed threatened and endangered species, the Navy has consulted with the USFWS regarding the need for a Biological Assessment (BA) under Section 7 of the Endangered Species Act, 16 U.S.C. § 1531 et seq. The USFWS has concurred with Navy's position that disposal of the property would not result in a "may effect" to the California least tern. This determination was based upon implementation of measures that would ensure the project would have no impact on the California least tern.

Three large ornamental trees at the corner of Worden and Cushing Roads support a nesting colony of great blue heron and black-crowned night heron. Nesting herons are considered a sensitive resource by the resource agencies. Under the full build-out scenario for each of the reuse alternatives, the trees would not be conserved and the heron nesting colony would be displaced. Loss of the heron colony would result in a significant impact.

Project implementation may result in an indirect cumulative impact to waterbird species. The indirect effects of proposed adjacent land uses and increased human presence would reduce the biological value for the dominant waterbird species known to use the waters.

Finding: Implementation of the following measures by future projects would ensure that project impacts on the California least tern and nesting herons remain below a level of significance as well as mitigate indirect cumulative impacts to waterbird species:

- Regarding waterbird (waterfowl, shore and wading birds) foraging and roosting habitats, ensure that future projects are consistent with CEQA requirements, the Natural Resources Management Planning Program initiated by the Navy and Unified Port District, and the Open Space Plan contained in Section 2.0 of the NTC Reuse Plan's Urban Design Guidelines. The Open Space Plan would provide naturalized habitat for wildlife along designated shoreline areas of the boat channel.
- Construction activities adjacent to heron nest and roost trees and foraging areas of waterbirds that utilize the boat channel may have a significant impact. To mitigate this impact, construction noise adjacent to breeding, roosting, and foraging areas of birds shall be kept to a minimum particularly during the breeding season. Specific requirements for herons and the California least tern are provided below.
- The three ornamental trees at the corner of Worden and Cushing Roads used by nesting herons shall be retained and no less than a 100-foot construction buffer shall be provided during the heron breeding season (15 January through 15 July) to ensure that construction noise and activities do not result in herons avoiding utilization of nest trees or abandoning their nests or young. Appropriate buffers shall be determined by a biologist familiar with the life history and nesting requirements of herons on a case-by-case basis.
- All trash containers or trash dumpsters shall be covered at all times to discourage the use of these facilities as a source of food by mammalian (e.g., cats, dogs, skunks, opossums) and avian (e.g., gulls, crows, ravens) predators of the California least tern.
- Concurrent with the acquiring entity's receipt of title to the property contained with the Adjacent Use Area of NTC (refer to Figure A of the Mitigation Monitoring

and Reporting Program), the acquiring entity shall record a form of deed restriction running with the land (e.g., convey a covenant or easement to any Federal, State or local agency or organization designated by the U.S. Fish and Wildlife Service prior to transfer of the Adjacent Use Area) for the purpose of ensuring protection and no effect upon the California least tern nesting site. The covenants or easement shall apply to the Adjacent Use Area and shall contain those conditions or restrictions set forth below in paragraphs 1 through 4. The deed restriction, covenant, or easement shall also contain a provision for automatic extinguishment in the event the California least tern nesting site is relocated or no longer needed (as determined by the U.S. Fish and Wildlife Service) or in the event the City amends its Multiple Species Conservation Program (MSCP) 10(a) Permit to incorporate the Adjacent Use Area into the MSCP Permit Area.

1. Future development of any new piers, docks, and boat ramps, or the modification of existing facilities having the potential for impacting foraging habitat of the California least tern shall require coordination with the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service to determine the need for any permits under Section 10 of the Rivers and Harbors Act, 33 U.S.C. § 401 et seq., or Section 404, the Clean Water Act, 33 U.S.C. § 1251 et seq., or any other permits required from the U.S. Coast Guard, or any other applicable Federal law.
2. During the California least tern nesting season (April 1 to September 15), no construction related activities (including but not limited to pile driving demolition, sirens, explosions, or other loud noise) shall be allowed that exceeds either 60 dB(A) or existing ambient noise level without aircraft noise (associated with take offs and landings at Lindbergh Field), whichever is higher, at the edge of the 15-acre California least tern buffer area, or that results in ground vibrations that disrupt the normal nesting behavior of the California least tern (i.e., repeatedly leaving their nests). If the California least tern has not used the nesting colony by July 15th of any given year then there shall be no restrictions on adjacent properties to the California least tern colony for that given year.
3. The acquiring entity shall be responsible for assuring that exterior lighting associated with new development adjacent to the 15 acres California least tern buffer area shall have shields or other appropriate measures to prevent increasing ambient nighttime lighting conditions in the California least tern

nesting colony or buffer area. The acquiring entity shall be responsible for documenting ambient lighting conditions in the California least tern buffer area by use of a light meter prior to redevelopment or reuse of the Adjacent Use Area.

4. The acquiring entity shall assure that all new structures or modifications to structures within the Adjacent Use Area that have a direct line-of-sight to the California least tern nesting colony, (including but not limited to, buildings, light poles, towers, signage, or antennas, or landscaping) shall include measures to deter perching by avian predators of the California least tern; such as the use of rotating wands on structures and pruning or eliminating identified trees, or other measures.
- Coordination with the U.S. Fish and Wildlife Service shall be required for any change in uses or new development in the Adjacent Use Area which requires an amendment to the Reuse Plan and which has the potential to adversely affect the California least tern.

Impact: Direct and indirect cumulative impacts on the marine environment of NTC San Diego would primarily be associated with boat channel habitats, most notably eelgrass habitat. Temporary indirect impacts would result from construction activities.

Finding: Implementation of the following mitigation measures by future development would reduce direct and indirect cumulative impacts on the marine environment to below a level of significance:

- Sediment runoff and erosion control shall be contained on construction sites using best management practices (also see mitigation measures for significant water quality impacts provided in Section 4.8).
- Design runoff drainages to empty into areas of San Diego Bay where greater tidal flushing exists.
- Prevent surface water contamination from fuel spills or storm water runoff originating on paved surfaces from entering natural drainage features. Conduct operations with the potential for fuel spilling, such as fueling and defueling, within concrete-bermed areas that drain into oil-water separators. Remove fuels from the separators for disposal and divert any water to a suitable treatment structure.

- During storm events, divert first-flush runoff washloads (the first half inch of precipitation) from all paved surfaces to soakway basins, or other suitable treatment structures, prior to release into the bay. These structures allow for relatively rapid infiltration of storm water runoff prior to discharge into natural channels. Treatment structures include unlined drainage channels; grassy swales along roads, parking lots, and storm drain channels; infiltration ditches and trenches; and constructed wetlands.
- Ensure that all discharges to natural drainages comply with the Clean Water Act, as amended, 33 U.S.C. § 1342. It should be noted that these standards shall be implemented by the Port District and shall be fully supported by the FAA.
- For Section 404 permitting, follow to the fullest extent possible, the procedure set forth in the MOA between the Department of Transportation (DOT) and Department of the Army on permit processing, effective January 18, 1983.
- Locate all hazardous materials and hazardous waste storage areas within appropriately designed containment structures.
- Prepare an Oil and Hazardous Substances Spill Contingency Plan and Spill Prevention, Control, and Countermeasures Plan to provide specific measures to be implemented in the event of a spill. Maintain an appropriate spill response capability in accordance with the plans.

C) Geology/Soils

Impact: NTC San Diego is located in a highly active seismic region. The Rose Canyon Fault is located within 2 miles of NTC San Diego. Movement along this fault is capable of causing major damage and destruction from ground acceleration and associated ground shaking; therefore, impacts from ground acceleration and associated ground shaking would be significant.

Finding: Mitigation provided in the EIS/EIR would require future development to design and construct proposed project facilities in accordance with the Uniform Building Code (UBC) and state-of-the-art seismic design specifications of the Structural Engineering Association of California for buildings in Seismic Zone IV. Implementation of this measure would reduce impacts related to seismicity to below a level of significance.

Impact: The near-surface soils (artificial fill) that underlie NTC San Diego are poorly consolidated and possess a moderate to high potential for liquefaction. Groundwater dominantly occurs in the soils from shallow depths, approximately 7 to 10 feet below ground surface. Due to the potential for soil liquefaction in these areas, impacts would be significant.

Finding: The EIS/EIR provides mitigation that requires future development to remove soils that are subject to liquefaction. Such soils are to be replaced with properly compacted fill soils in accordance with the recommendations provided in the site-specific geotechnical documentation prepared for the future projects. Implementation of this measure would reduce impacts associated with potential liquefaction and unstable soils to below a level of significance.

Impact: Construction, demolition, or other activities would disturb approximately 167 acres of the project area. Impacts on local soils would primarily result from construction activities associated with the proposed development such as grading, excavating, demolition of buildings, and possible recontouring of ground-surface soils. These activities would alter soil profiles and local topography. The soils identified on NTC San Diego are artificial fill, which possesses a moderate to severe erosion potential; therefore, impacts would be significant. Considering the low soil expansion potential, impacts associated with soil expansion would not occur. In addition, based on the previous soil studies conducted at NTC San Diego, soils underlying portions of NTC San Diego may be corrosive; therefore, impacts would be significant.

Finding: Future development would be required to implement the following measures to mitigate potential soil erosion and corrosivity impacts to below a level of significance:

- Prior to construction, prepare soil erosion plans to be incorporated into the design, construction, and demolition permitting process. The plans shall include a detailed strategy for minimizing impacts to the project area.
- Provide protective covering such as mulch, straw, or plastic netting, on exposed graded areas.
- Use sandbags or desilting basins as diverting techniques to reduce water erosion of partially graded streets, parking areas, or graded pads.
- Where possible, maintain a buffer strip of vegetation between impacted NTC San Diego areas and the boat channel and the adjoining portion of San Diego Bay to filter sediments transported by surface waters.

- Revegetate open areas as soon as practical upon completion of grading with seeded wood-based mulch.
- Perform corrosivity testing on soils, as appropriate, prior to project construction. Should soils be determined to be corrosive, either replace the soils or treat in-place soils as appropriate.

D) Hydrology/Water Quality

Impact: Storm water discharge (non-point source runoff) from NTC San Diego facility areas may contain small amounts of fuels, oils, and other residual contaminants that could degrade surface water resources and endanger public health and safety by creating a health hazard. Non-point source runoff could cause higher sediment loads in drainage systems during construction when soil erosion potential is at its maximum. This would potentially impact water quality conditions in the surrounding areas. In addition, the runoff associated with the demolition of buildings not scheduled for reuse could potentially degrade surface water quality in San Diego Bay and the adjoining boat channel; therefore, impacts would be significant

Finding: Future development would be required to implement the following mitigation measures that would reduce potential water quality impacts to below a level of significance:

- Implement the soil erosion mitigation measures presented for effects related to geology and soil. These measures are primarily associated with construction and demolition activities. In addition, compliance with NPDES permits shall reduce possible impacts on surface water quality by construction or demolition activities.
- Acquisition of new permits by property recipients, in accordance with applicable regulations, shall be required for continued operation of existing facilities following the closure of NTC San Diego. Reuse activities may be subject to NPDES permit requirements for storm water discharge during the construction period and continued operation of commercial and industrial buildings. NPDES permits generally include long-term sampling and monitoring of storm water outfalls. This provision is contained in the NPDES permit application regulation for storm water discharges issued by the USEPA as a final rule on November 16,

1990. In addition, compliance with Assembly Bill 411 and the USEPA California Toxics Rule, 62 C.F.R. § 42160.

E) Public Health and Safety

Impact: The proposed action would result in construction-related health and safety impacts. Hazards associated with construction activities include, but are not limited to, the possibility of vehicles and/or people falling into trenches and injury caused by improperly stored, protected, or transported materials and equipment

Finding: Future development at the NTC Reuse Planning area would be required to implement the mitigation measures provided below. Implementation of these measures would reduce construction-related health and safety impacts to below a level of significance.

- Erect fencing around the area to be utilized for the storage of heavy equipment and materials.
- Place shoring in trenches greater than 5 feet in depth to stabilize the trenches.
- Place markers equipped with flashing lights for night-time use along open trenches at intervals of 30 feet or less.
- Place flagging and security fencing around the perimeter of each site to restrict unauthorized access.
- Schedule major earthwork and heavy machinery use during non-peak hours of travel along affected roadways, whenever possible.
- Conform trenching operations to United States Occupational Safety and Health Administration (OSHA) requirements

Impact: Uncovered portions of the concrete drainage channel represent a potential safety hazard (refer to Figure 3.10-1 of the EIS/EIR). This structure is located in areas primarily designated for residential development under the proposed reuse alternatives. Until changes to design of the channel are made to minimize potential safety risks presented by exposed portions of the channel, the safety impact would be significant

Finding: Public safety impacts associated with the concrete drainage channel would be mitigated by erecting security fencing and installing signage or by providing metal grating over exposed portions of the concrete drainage channel to restrict access to area residents. Implementation of this mitigation measure would reduce this potential impact to below a level of significance.

Impact: Children in the area may be attracted by and climb upon the above ground steam lines associated with the cogeneration plant. The steam lines are approximately 3 to 4 feet above ground level, and would represent an increased potential safety hazard due to their accessibility; therefore, impacts would be significant.

Finding: Future development would be required to post appropriate signage and monitor the above ground steam lines to restrict access to area residents. Implementation of this mitigation measure would reduce public safety impacts associated with the steam lines to below a level of significance.

Impact: The project proposes the placement of the Regional Public Safety Training Institute adjacent to the hotel. As a result of the nature of operations proposed at the Regional Public Safety Training Institute (e.g., fire simulator training and tactical training) the potential exists for hotel guests to be exposed to safety-related hazards; therefore, impacts would be significant.

Finding: Future development would be required to restrict access to the Regional Public Safety Training Institute by facility design and appropriate placement of fencing and signage. This mitigation measure would reduce public safety impacts related to the Regional Public Safety Training Institute to below a level of significance.

Impact: Development of residential areas in the reuse planning area may result in children crossing Rosecrans Street, a heavily traveled roadway, in order to attend Loma Portal Elementary School. This would result in a potentially significant impact.

Finding: This public safety impact would be reduced to below a level of significance by posting a crossing guard at appropriate locations along Rosecrans Street to assist children walking to and from Loma Portal Elementary School.

F) Visual Resources

Impact: It is assumed that approximately 50 percent of the existing acreage at the proposed residential, educational, and hotel (west side) land use areas would be

disturbed by the project. With the removal of the majority of the existing character and visual quality elements found within these land use areas, a significant visual character impact would occur. The existing character in these areas is currently rated as moderate or high; the proposed uses occur along the edge of NTC San Diego and are highly visible to pedestrians and motorists along Rosecrans Street and Harbor Drive, and the proposed elements could potentially contrast in form and character with those that exist. According to the disturbance assumptions, the project would remove the majority of the existing elements (buildings, spatial arrangement, pedestrian scale, mature landscapes, and site elements) that give these areas their current quality and character. Without detail design on the project elements, it is also difficult to determine if the project elements would create visual clutter or a disorganized appearance. Since this detail is unknown, a full build-out approach requires the assumption that the project would result in a significant visual character impact due to the proposed residential, education, and hotel (west side) uses.

Existing views of downtown San Diego and San Diego Bay, as seen from residential streets located to the northwest of NTC San Diego, are visual amenities. The views primarily exist between Curtis and Quimby Streets, with a total of 11 streets having regionally significant public view corridors that go through NTC San Diego. Though many of the potential viewers would be in topographic positions high enough to look over most of the proposed development, a significant number of viewers could still be affected by new buildings that may block view corridors. The proposed development of the education and residential land use areas would likely affect the existing view corridors along Curtis, Zola, Voltaire, Russell, and Quimby streets if density, height, and scale are noticeably increased. Since the location and height of the proposed development is unknown at this time, an approach based on full build-out assumes that the development would be relatively dense and tall enough to block the view corridors and result in a significant view quality impact.

Finding: To mitigate visual resource impacts to below a level of significance, future development would be required to implement the following mitigation measures:

- Minimize the time between the removal or alteration of a visual element (e.g., buildings) and the introduction of a new visual element. Keep construction equipment and materials out of public view as much as possible.
- Prior to final design or construction, the project applicant shall submit a visual resource site inventory for approval by the Environmental Review Manager of the City of San Diego Development Services. Important visual character elements

and resources shall be mapped. These resources would either be incorporated into the development plans or be replaced with resources having a higher level of visual quality and quantity. Elements to be considered include architectural treatments, site planning that takes into account the axial spatial arrangements, mature street trees, and associated site elements.

- Include the overall pedestrian scale and historical context of the site in all plans for development.
- Incorporate the urban design guidelines found in the NTC San Diego Reuse Plan. Expand on these guidelines to include other architectural, landscape architectural, and site planning design guidelines prior to the final design or construction phases. These guidelines shall preserve existing architectural, landscape architectural, and site planning elements that give NTC San Diego its special character and context and guide new development to be consistent with the elements. Guidelines should incorporate the following design principles associated with relevant plans:

Peninsula Community Plan

- New development or redevelopment should maintain and complement the existing scale and character of the residential areas of the Peninsula Community.
- New development should protect and enhance those natural and man-made features of the Peninsula Community which make this area unique to the San Diego region.
- Enhancement of the community's image through special treatment of the major entry points into the community should also be encouraged.
- Residential development guidelines emphasize that residential structures should be designed to protect views of the Peninsula Community's natural scenic amenities, especially the ocean shoreline and the San Diego Bay. Setbacks and view corridors should be kept clear of obstacles which may interfere with visual access.
- Commercial guidelines include a thirty foot height limitation for buildings within the Peninsula Community Planning Area.

- Various elements of climate control such as arbors, canopies, awnings, colonnades, and arcades improve the pedestrian experience as well as improve the visual quality of a streetscape. Trees, lighting bollards, benches, or textured sidewalks are encouraged along major streets to enhance the visual quality and separate pedestrian paths from traffic conflicts.
- Clusters of shops around interior courtyards extend the commercial frontage of the area and increase the diversity of the street.
- Extensive tree plantings are encouraged which enhance the visual quality of public streets and provide a strong visual element of continuity as future development occurs.
- Parking should be visually de-emphasized by providing parking underground or located in the rear of buildings. Large surface parking lots should be broken up with landscaped islands and screened from view.

Midway / Pacific Highway Corridor Community Plan

- Adequate building setbacks and landscaping are required on all projects.
- A gradual transition in the scale of buildings between dissimilar land uses and densities is required.
- Buildings should have a variety of design elements and articulation of building facades.
- Urban open areas need to be incorporated into development.
- A continuation of the existing street lamp theme is recommended.
- All off-street parking should be screened from public arterials.
- The creation of expanded design guidelines and signage restrictions shall serve to mitigate any visual quality impacts that would create a cluttered, disorganized, or distracting visual environment.
- Prior to final design and construction, a view corridor analysis and mapping effort shall be submitted by the project applicant for approval to the City Environmental

Review Manager. This analysis shall include the existing private and public viewing points that depend on visual corridors over NTC San Diego. Existing blockage shall be noted and the spatial extent of these corridor requirements on NTC San Diego shall be mapped. Height and percentage encroachment into these corridors shall be determined and design guidelines developed in order to direct the future development plans of the project. With the creation and implementation of these guidelines into the development of the alternatives, significant view quality impacts would be reduced to below a level of significance.

G) Community Services and Facilities

Impact: All elementary and middle schools in the community are either at capacity or reaching capacity. Due to this situation, in conjunction with other middle schools, the project would have a significant cumulative impact on school facilities.

Finding: The significant cumulative impact of the project on school facilities would be mitigated to below a level of significance through collection of school fees by future development within the NTC Reuse Planning area. In addition, on June 30, 1998, the Navy entered into an agreement with the City of San Diego whereby the Navy would make available to the San Diego Unified School District a seven-acre elementary school site. This school site would be located within the 59-acre military housing area adjacent to the NTC reuse planning area but within the current boundaries of NTC San Diego. Although not required as mitigation in the EIS/EIR, this provision would ensure that the project's cumulative impact on elementary schools is reduced below a level of significance.

Public Resources Code Section 21081 (b)

The City Council, having reviewed and considered the information contained in the Final EIS/EIR for the project and the public record, finds there are changes or alterations to the project which avoid or substantially lessen the significant environmental impacts that are within the responsibility and jurisdiction of another public agency. These impacts consist of cultural resources, biological resources, geology/soils, hydrology/water quality, and hazardous substances/wastes.

A) Cultural Resources

Impact: The project would have a potentially significant impact on an potentially historic trash deposit found adjacent to a tank removal site (clean up site #2). The

trash deposit has not been evaluated for significance under any Federal, State, or local criteria. The area containing the trash deposit may be disturbed as future uses are implemented.

Finding: The foregoing impact would be mitigated below a level of significance with the Navy's implementation of the following mitigation measure:

- As a stipulation of the MOA, prior to conveyance by deed, the Navy shall ensure that a determination of eligibility of the trash deposit site for the NRHP shall be performed prior to any disturbance of the site. This measure would reduce the potential impact on the trash deposit to below a level of significance.

Impact: Although additional construction, demolition, or removal of the buildings or elements within the Historic District is not proposed, new development within or adjacent to the Historic District could impact the integrity of the district. New structures could be intrusive to the district or be incompatible with design and scale of the existing structures or elements. New structures that adversely affect the district's setting or integrity would represent a significant indirect impact.

Finding: This impact would be mitigated below a level of significance with the Navy's implementation of the following mitigation measure:

- As a stipulation of the Memorandum of Agreement, prior to conveyance by deed, the Navy shall nominate the Historic District to the National Register of Historic Places (NRHP) and forward the NRHP Nomination Form to the Keeper of the NRHP in accordance with 36 C.F.R. § 60.9.

B) Biological Resources

Impact: As discussed above in Section I.B, the U.S. Fish and Wildlife Service has concurred with Navy's position that disposal of the property would not result in a "may effect" to the California least tern. This determination was based upon implementation of measures that ensure the project would have no significant impact on the California least tern. These measures would be applicable to the City of San Diego as described above. The San Diego Unified Port District would be subject to these mitigation measures for proposed airport expansion areas located adjacent to the least tern site.

Finding: To ensure that proposed airport expansion areas would not have a significant impact on the California least tern, the San Diego Unified Port District shall adopt

applicable measures identified in Section I.B. (biological resources). In addition, the following mitigation measures shall be implemented by the Navy:

- Prior to conveyance of the NTC San Diego property, the California least tern site shall continue to be managed to enhance the occupation and successful use in accordance with USFWS/CDFG conditions and protocols.
- Existing fencing shall be transferred with the California least tern site.

Impact: Development of airport expansion areas would also result in potentially significant direct and indirect impacts on the marine environment surrounding the reuse planning area. These effects would be primarily associated with boat channel habitats, most notably eelgrass habitat. Temporary indirect impacts may result from construction activities in the airport expansion areas.

Finding: To fully mitigate the significant direct and indirect impacts on marine environments surrounding the proposed airport expansion areas, the San Diego Unified Port District should adopt applicable measures identified in Section I.B.

C) Geology/Soils

Impact: Development of the proposed airport expansion areas would result in potentially significant geotechnical constraints related to seismic activity, soil liquefaction, soil erosion, and soil corrosivity.

Finding: The foregoing geotechnical constraints would be mitigated below a level of significance with implementation of measures identified above in Section I.C. The San Diego Unified Port District should adopt these measures for future development within the airport expansion area.

D) Hydrology/Water Quality

Impact: As previously discussed in Section I.D., development of the proposed airport expansion area would result in potentially significant water quality impacts on surrounding marine due to stormwater discharge from non-point sources and construction activity.

Finding: Water quality impacts related to development of the airport expansion area would be mitigated to below a level of significance with implementation of measures

identified above in Section I.D. The San Diego Unified Port District should adopt these measures for future development within the airport expansion area.

E) Hazardous Substances/Wastes

Impact: The type of reuse development that is appropriate for property adjacent to or over an Installation Restoration Program (IRP) or Underground Storage Tank (UST) program site may be limited by the risk to human health and the environment posed by contaminants identified at the site. The Navy would continue to manage and coordinate remediation activities after base closure. Reuse development would not impact the investigation and remediation of contaminated IRP and UST sites; therefore, impacts would not occur.

Property disposal by deed may be delayed and/or the reuse of some NTC San Diego properties may be restricted by the extent and type of contamination at a hazardous waste release site by current and future investigation or remediation activities, or by the risk assessment and remedial design determined for contaminated sites. Such conditions would have to be considered in the layout of future reuse development but would result in less than significant impacts.

Finding: Although reuse is not anticipated to impact on-going IRP and UST programs, less than significant impacts associated with land use restrictions and delays in property disposal may result; therefore, the following measure is recommended. This measure shall be implemented by Navy:

- The Navy shall, where appropriate, place limits on land reuse through deed restrictions on conveyances and use restrictions on leases. The Navy shall retain right of access to other properties to inspect wells used for extended groundwater monitoring programs or to conduct other remedial activities.

III. Public Resources Code Section 21081 (c)

The City Council, having reviewed and considered the information contained in the Final EIS/EIR for the project and public record, finds that there are specific economic, social, and other considerations which make infeasible additional mitigation measures and project alternatives identified in the Final EIS/EIR. Significant project impacts related to land use and transportation/circulation would be mitigated but not to a level below significance. The range of project alternatives determined to be infeasible

include the Entertainment Alternative, Minimal Airport Expansion Alternative, Low Traffic Alternative, High Traffic Alternative, No-Action Alternative, and Peninsula Community Planning Board Alternative.

A) Land Use

Impact: The activities associated with the Regional Public Safety Training Institute include defensive tactics and pistol range activities. The potential for public entry into this area would be increased by the adjacent high intensity use of the public trail along the boat channel. These activities may also create land use conflicts with the proposed hotel located in the Camp Nimitz area. The nature of the Metropolitan Wastewater Department (MWWWD) Lab and Regional Public Safety Training Institute may not be compatible with proposed hotel and public uses. This potential incompatibility would represent a significant impact.

Finding: Future development would be required to implement the mitigation measures provide below for land use impacts related to the proposed Regional Public Safety Training Institute and MWWWD laboratory. These measures are required to mitigate the foregoing land use impacts to below a level of significance.

- Design facilities to control public access to the Regional Public Safety Training Institute (through signage, fencing, etc.) to mitigate conflicts associated with the Regional Public Safety Training Institute operations and adjacent hotel.
- Fencing and directional signage shall be used adjacent to the MWWWD Lab and Regional Public Safety Training Institute to keep pedestrians away from these uses. The proposed uses shall be designed to discourage trespassing.

Impact: The project is not consistent with the land use planning strategy contained within the Peninsula Community Plan to reduce traffic congestion because of the amount of traffic congestion generated by the NTC Reuse Plan. At build-out, the project would generate approximately 17,900 more average daily trips than were generated by NTC San Diego at full military operation. As indicated below in Section III.B. (Transportation/Circulation), these traffic circulation impacts cannot be fully mitigated. This land use policy inconsistency is considered a significant land use impact.

Finding: Policy inconsistencies with the Peninsula Community Plan for unmitigated traffic impacts cannot be mitigated to below a level of significance. The basis for this finding is provided below in Section III.B (Transportation/Circulation).

Impact: The NTC Reuse Plan would improve physical access to the bay by providing recreational opportunities along the boat channel that would benefit Peninsula area residents. However, some visual access to the bay from view corridors along adjacent public streets in the area northwest of the base could be blocked by future development. New structures in the educational or residential use areas could block views from adjacent areas. As indicated in Section I.F. (Visual Resources), the potential for reduced visual access in the western portion of the base (i.e., outside of Historic District) would result in a significant impact.

Finding: Future development would be required to implement the mitigation measures provided above in Section I.F. (Visual Resources) to mitigate visual impacts associated with view blockage from the residential area northwest of NTC San Diego. These measures would reduce the visual impacts to below a level of significance.

Impact: With exception of the proposed Regional Public Safety Training Institute, all uses proposed within the tidelands trust area on NTC San Diego are consistent with permitted tidelands trust uses. The Regional Public Safety Training Institute commits an area adjacent to an important waterfront resource that does not relate to or need the resource and is not consistent with public trust lands; therefore, impacts would be significant.

Finding: The City has had preliminary discussions with the State Lands Commission staff regarding the inconsistency of the Regional Public Safety Training Institute with tidelands trust restrictions. In similar situations, the State Lands Commission has previously agreed to lift restrictions on State lands property in exchange for the imposition of the tidelands trust on other appropriate parcels of property not subject to the tidelands trust, or which are in dispute regarding the tidelands trust.

Implementation of the following measure would fully mitigate the Regional Public Safety Training Institute's inconsistency with the tidelands trust:

- The City shall enter into an agreement with the State Lands Commission, which imposes restrictions where none exist in exchange for removal of restrictions where they do exist.

Impact: According to the City's Progress Guide and General Plan Land Use-Noise Level Compatibility Standards, several existing and proposed land uses on NTC San Diego are considered incompatible with noise levels produced by Lindbergh Field operations. The land uses considered incompatible include:

- educational, recreational, and office uses in the 65 decibel (dB(A)) Community Noise Equivalent Level (CNEL) and greater contour; and
- golf course and retail uses in the 75 dB(A) CNEL and greater contour.

All of these uses exist or have existed on NTC San Diego and are generally consistent with densities in the surrounding Peninsula community. However, according to the City's General Plan, they would be considered incompatible uses within the above Lindbergh Field Comprehensive Land Use Plan noise contours. This would result in a significant and unmitigable land use policy impact.

Finding: Future development would be required to implement the mitigation measure provided below to mitigate land use policy impacts associated with the City's General Plan. There are no other feasible mitigation measures that would mitigate this policy conflict to below a level of significance.

- No later than 90 days after transfer of the NTC property from the Navy to the City of San Diego, and prior to transfer of the title from the City to another party, the City will execute a limited aviation easement in favor of the Lindbergh Field Airport Operator (currently the Port District) for noise impacts at noise contour levels provided in the Comprehensive Land Use Plan Lindbergh Field adopted February 1992, as amended April 1994 and approved by SANDAG.

B. Transportation/Circulation

Impact: Project implementation would contribute a traffic volume of greater than 2 percent to roadway capacity in 10 of the 28 segments that are operating at LOS E or F under baseline and 2015 conditions. These ten segments include:

- Barnett Avenue between Midway Drive and Pacific Highway
- Camino del Rio between I-5 and Kurtz Street
- Camino del Rio between Kurtz Street and Sports Arena Boulevard
- Chatsworth Boulevard between Voltaire Street and Lytton Street
- Laurel Street between North Harbor and Pacific Highway

- North Harbor Drive between Harbor Island Drive and Laurel Street
- Rosecrans Street between Sports Arena Boulevard and Nimitz Boulevard (3 segments)
- Talbot Street between Rosecrans Street and Canon Street

Twenty-four segments would degrade from an acceptable LOS under baseline conditions to a poor LOS of E or F in 2015 from regional projected traffic growth. Eight of these segments would exceed the v/c ratio threshold for project-generated traffic in 2015 resulting in significant project-generated traffic impacts. These eight segments include:

- Barnett Avenue (between NTC San Diego Gate 1 and Midway Drive)
- Midway Drive (between Rosecrans Street and Wing Street)
- Lytton Street (between Rosecrans and NTC San Diego Gate 1)
- Narragansett Avenue (four segments between Sunset Cliffs Boulevard and Chatsworth Boulevard)
- North Harbor Drive (between Laurel Street and Grape Street)

The project would result in significant cumulative impacts on a total of 18 roadway segments in the project's region of influence.

Finding: Future development would be required to implement the following mitigation measure for impacts to Rosecrans Street along the project frontage:

- Future development shall provide full funding for the widening of Rosecrans Street along the project frontage. Rosecrans Street shall be widened by 12 feet along the project frontage to improve flow on this roadway and to increase the capacity of project access points. This roadway widening shall be coordinated with Caltrans.

The project's cumulative impacts on remaining roadway segments identified above would remain significant and unmitigated. The study area roadway system was developed many years ago and traffic volumes have increased gradually over the years as development in the area intensified. There have been few roadway improvements made to the study area segments in the past few years. As a result, the area has experienced growth in traffic without increases in roadway capacity. Widening of street segments to provide adequate capacity to accommodate existing and future traffic would entail substantial right-of-way acquisition and roadway construction and would alter the community character. Existing development patterns preclude roadway

widening and other classification changes. Therefore, in order to provide adequate roadway LOS for year 2015 traffic volumes, substantial investments would be needed to acquire property and expand roadways. This type of mitigation is deemed infeasible and impacts to the roadway segments would be unmitigable.

Impact: Under Year 2015 conditions, the project would result in significant cumulative traffic impacts at six intersections with a project contribution of more than 2 percent of future traffic. The six intersections consist of:

- Rosecrans Street/Sports Arena Boulevard
- Lytton Street/Rosecrans Street
- Midway Drive/Rosecrans Street
- Bainbridge Court/Rosecrans Street/Russell Street (Gate 6)
- Rosecrans Street/Roosevelt Road (Gate 3)
- Lytton Street/Barnett Avenue (Gate 1).

Finding: With the exception of one intersection, implementation of the mitigation measures provided below would mitigate cumulative impacts on intersections to below a level of significance. Mitigation measures for traffic impacts at Lytton Street/Barnett Avenue (Gate 1) intersection are not feasible because such measures would require alteration of the historically significant gate house. Therefore, impacts at this intersection would be unmitigable. However, it should be noted that this intersection operates at LOS E conditions under baseline conditions as well as future year conditions.

Future development shall provide full funding for the following intersection improvements when the reuse planning area trip generation exceeds 38,100 ADT:

- Rosecrans Street/Bainbridge Court/Russell Street
 - Add an eastbound right turn lane and one eastbound shared left turn/through lane at Bainbridge Court (Gate 6).
- Rosecrans Street/Roosevelt Road
 - Add a southbound left turn lane from Rosecrans Street onto Roosevelt Road (Gate 3), heading west.

Future development shall implement one of the mitigation options provided below to mitigate intersection impacts. It should be noted that Option #2 is a preferable measure

to implement as it ensures completion of improvements nearest the site and is more consistent with the project's traffic study.

Option #1: Future development shall provide the following fair share contributions to the following intersection improvements when the reuse planning area trip generation exceeds 38,100 ADT:

- Lytton Street/Rosecrans Street (28% contribution):
 - Add an eastbound shared left turn/through lane on Lytton Street.
 - Add a westbound left turn lane from Lytton Street onto Rosecrans Street.
 - Add a southbound left turn lane from Rosecrans Street onto Lytton Street.
- Midway Drive/Rosecrans Street (17% contribution):
 - Add one eastbound left turn lane and one westbound left turn lane from Midway Drive onto Rosecrans Street.
 - Add one northbound right turn lane and one southbound right turn lane from Rosecrans Street onto Midway Drive.
- Nimitz Boulevard/Rosecrans Street (7% contribution):
 - Add one northbound left turn lane from Rosecrans Street onto Nimitz Boulevard.
 - Add one southbound right turn lane and one southbound left turn lane from Rosecrans Street onto Nimitz Boulevard.

The project shall provide the following fair share contributions to the following intersection improvements when the reuse planning area trip generation exceeds 50,000 ADT:

- Sports Arena Boulevard/Rosecrans Street/Camino Del Rio (16% contribution):
 - Add one westbound right turn lane from Sports Arena Boulevard onto Camino Del Rio.
 - Add one westbound left turn lane from Sports Arena Boulevard onto Rosecrans Street.

Option #2: In exchange for the waiver of fair share contributions at other off-site locations, future development shall provide full funding for the following intersection improvements when the reuse planning area trip generation exceeds 38,100 ADT. Additional contributions would be required if the intersection improvements represent less than the full fair share contributions identified in Option #1.

- Nimitz Boulevard/Rosecrans Street:
 - Add one northbound left turn lane from Rosecrans Street onto Nimitz Boulevard.
 - Add one southbound right turn lane and one southbound left turn lane from Rosecrans Street onto Nimitz Boulevard.

- Lytton Street/Rosecrans Street:
 - Add an eastbound shared left turn/through lane on Lytton Street.
 - Add a westbound left turn lane from Rosecrans Street onto Lytton Street.
 - Add a southbound left turn lane from Rosecrans Street onto Lytton Street.

C) Entertainment Alternative:

Under this alternative, 450 residential units including 350 apartments and 100 duplexes will be developed on 41 acres of land at a gross density of 10.25 dwelling units per acre. Approximately 113 acres of the site would be devoted to entertainment-affiliated and retail commercial uses, with its primary focus as a navy theme park. The existing 9-hole golf course would be expanded to 18 holes, and an 8-story, 1,000 room tourist hotel would be constructed along the west side of the boat channel. Approximately 78 acres of Camp Nimitz would be developed to accommodate the expansion of Lindbergh Field including additional holdrooms, passenger loading gates at Terminal 2, Concourse F, parking areas for commercial jets, dual taxiways, and a new International Arrivals Terminal Concourse.

Finding: This alternative is infeasible as it would result in potentially greater impacts on land use compatibility, visual quality, and school facilities than the proposed project and would not be economically feasible. The land use compatibility impacts would be related to the proposed entertainment/commercial complex and related traffic noise and pedestrian intrusion impacts that are potentially greater than the proposed project.

Because of the high level of pedestrian activity expected in and around the entertainment land use, a fair amount of pedestrian cross traffic would be expected through the residential land use area. The increased pedestrian use could result in conflicts with both the existing and proposed residential areas. Likewise, noise associated with some of the entertainment activities is likely to generate a higher than normal noise level. In addition, the larger airport expansion may create noise, air quality, and public safety impacts beyond that of the proposed project. Unlike the proposed project, the airport expansion under this alternative would restrict use of the waterfront recreation area and boat channel. With respect to visual quality, the effects of this alternative are potentially greater than the proposed project as the entertainment/commercial complex would contrast with the neighborhood character and setting of the adjacent single-family neighborhood along Rosecrans Street. With respect to school facility impacts, this alternative is estimated to generate an additional 28 students, resulting in a greater cumulative impact than that anticipated for the proposed project.

The entertainment alternative is economically infeasible as it results in the following revenue losses and costs to the City's Redevelopment Agency:

- The reduction in the number of "for sale" units results in a revenue loss of \$2,225,000.
- The entertainment/retail uses instead of the variety uses proposed in the proposed project (i.e research and development, live/work, commercial/retail, office, non-profit/institutional, etc.) results in a revenue loss of \$18,790,000.
- Development of one 1,000 Room hotel on Camp Nimitz compared to the Preferred Alternative's 350 Room Waterfront Hotel and 650 Room Camp Nimitz Hotel results in a loss of \$2,988,000.
- A 46 acre recreational area compared to the Preferred Plan's proposed 39.7 acre recreational area results in an additional cost of \$2,006,000.
- This alternative proposes a 18-hole golf course on 42 acres, compared to the Preferred Plan's 9-hole golf course on 20.8 acres. This would result in an additional cost of \$6,278,000.

Overall, this alternative would reduce revenues by approximately \$24,000,000 and increase costs by more than \$8,000,000. As a result, this alternative is not economically feasible.

D) Minimal Airport Expansion Alternative

Under this alternative, 10 acres of land would be allocated to accommodate the construction of passenger loading gates at Terminal 2, Concourse F. The number of housing units within the Residential Subarea would include a mixture of 450 townhomes and apartments. The existing barracks adjacent to Rosecrans Street would be used for 75 to 100 transitional housing units; remaining structures would be removed to accommodate new development; and density would be at 11.5 dwelling units per acre. The configuration of the golf course would be increased to 18 holes, and existing structures outside of the NTC Historic District would be removed to accommodate this expansion. The eastern portion of the least tern nesting site and buffer area would also be eliminated to accommodate airport expansion.

Finding: This alternative is infeasible as it would result in greater biological and school facility impacts than the proposed project. The airport expansion area would encroach onto the existing least tern site decreasing it in size from 25 acres to approximately 21 acres. Activities associated with construction and location of the Emergency Vehicle Operation Course adjacent to the California least tern nesting site may interfere with the breeding behavior of the California least terns (e.g., disturb incubating birds), resulting in a significant impact. With respect to school facility impacts, this alternative is estimated to generate an additional 28 students; resulting in a greater cumulative impact than that anticipated for the proposed project.

This alternative is also economically infeasible as its implementation would result in a revenue loss of \$5,579,000 to the City's Redevelopment Agency.

E) Low Traffic Alternative

Under this alternative, 200 apartment units would be developed on 22 acres at approximately 9.0 dwelling units per acre. Approximately 34 acres would be devoted to 400,000 SF of nonprofit/office space in the historic core. This alternative proposes development of one 350 room hotel. An elementary school would be built on approximately 9 acres adjacent to the residential and recreational areas. Approximately 77 acres of passive and recreational use would be developed along the boat channel and within the western portion of the base. Most of the existing structures, with the

exception of the buildings in the historic district and the support center would be removed. A 72-acre public golf course would be developed north of the boat channel. Approximately 38 acres would be developed with new structures for educational uses. The airport expansion would involve approximately 68 acres and the airport uses would be the same as described under the entertainment alternative.

The Low Traffic alternative would result in significant unmitigable impacts to three onsite roadway segments and 2 onsite unsignalized intersections. Significant offsite traffic impacts would not occur. Airport expansion could create significant noise, fumes, and potential safety impacts on NTC and beyond, as well as restrict use of the waterfront recreation area and boat channel.

Finding: This alternative is infeasible since it would reduce the appropriate commitment of land use when compared to the proposed project and would not be economically feasible. The larger airport expansion area under this alternative would restrict public access and does not relate to or take advantage of the boat channel which is considered to be an important waterfront resource. Even though the airport use is consistent with the tidelands trust, the non-waterfront use of this valuable resource would result in a significant impact. In addition, the larger airport expansion could create greater noise, air quality, and potential safety impacts, as well as restrict use of the waterfront recreation area.

This alternative is economically infeasible as it would result in the following revenue losses and costs to the City's Redevelopment Agency:

- As compared to the proposed project, the reduction in residential units would result in a revenue loss of \$5,578,000 over the life of this alternative. This revenue would not be available to fund improvements to off-site and on-site infrastructure improvements and improvements to open space and park areas within NTC.
- The reduction of available redevelopment in the historic core would result in a revenue loss of \$4,935,000.
- The loss of hotel revenues, by removing the 650 room hotel, results in a total revenue loss of \$42,181,000. Over the life of the project, the Low Traffic Alternative would not be feasible because revenues from hotel development are a primary source of funding for infrastructure and park improvements. The loss

of hotel revenues would result in the inability to redevelop NTC unless revenue sources are secured.

F) High Traffic Alternative

The High Traffic Alternative would designate the project area west of the boat channel to support seven different land uses. Approximately 1 million square feet of proposed office/research and development/retail uses covering approximately 105 acres represent the largest land use allocation under the High Traffic Alternative. Light industrial facilities covering approximately 16 acres would also be located on the western portion of the base. Educational uses would comprise approximately 35 acres adjacent to Rosecrans Street; these operations would include classroom instruction, vocational training, and administrative offices for educational and cultural activities. This alternative proposes an 18-acre golf course. In addition, approximately 83 acres of recreational area would be developed within the western portion of the base, as well as a 3-acre recreational area on Camp Nimitz for a total of 86 acres as reflected in Table ES-1. A new 5-acre wetland would be created along the western edge of Camp Nimitz. A 751-room, 8-story business-oriented hotel would be located on approximately 28 acres within Camp Nimitz, east of the boat channel and adjacent to Harbor Drive. Approximately 38 acres would be allotted for the Regional Public Safety Training Institute, the activities of which would be similar to that described above under the Preferred Alternative; however, the additional acreage would allow for additional classrooms, and expanded vehicle training and tactical training areas. The California least tern site would be increased to approximately 29 acres in size.

Finding: This alternative is infeasible as it would result in greater traffic impacts when compared to the proposed project. The High Traffic Alternative would create an additional 11,611 average daily trips, resulting in significant impacts to 12 additional roadway segment, five freeway segments, and one additional off-site intersection. These significant impacts would exacerbate the unmitigated traffic impacts anticipated for the proposed project.

G) No-Action Alternative

Under this alternative, the U.S. Government would retain NTC San Diego in caretaker status, whereby the base would remain U.S. property after closure. The property would not be put to further use and would exist as a vacant military base under caretaker status. A caretaker/maintenance staff would be established by the Navy to maintain existing utilities operations and provide building care and base resource protection and

ground maintenance. Many buildings would be "laid-down" (closed) with heating, utilities, and plumbing disconnected.

Finding: This alternative is infeasible for the following reasons:

- The No-Action Alternative would not fulfill the project objectives of integrating NTC San Diego into the existing community or meeting the objectives of the NTC San Diego Reuse Planning Committee regarding reuse of the project site.
- The City of San Diego would not enjoy any of the benefits of redevelopment because all or major portions of the site could be vacant for years. Vacancy on this scale encourages vandalism and theft which directly impacts the adjacent neighborhood.
- Limited funds are available from the military for caretaker status. This lack of funds would result in deferment of the maintenance of structures and landscaping, resulting in significant visual impacts that are greater than the proposed project.
- None of the goals and policies of the various plans that guide land use in the area could be applied to NTC San Diego and the community would be missing an opportunity to incorporate the unused military base into the community. Potential environmental impacts on the surrounding community may be greater than the proposed project because of
- The No-Action Alternative would represent an adverse significant land use impact on the Peninsula community because it would not take advantage of the waterfront as a public resource and would continue to block the community's physical access to the bay.
- Total costs to the Redevelopment Agency is estimated at \$1.0 million each year, resulting in a capitalized cost of \$10,000,000.

H) Peninsula Community Planning Board Alternative

This alternative was proposed as part of the public review comments on the NTC EIS/EIR. It would limit the development of the 39-acre residential subarea to single family units, add a 10-acre elementary school and increase adult education uses by nine acres, and reduce office/retail uses by 24 acres. In addition, the alternative would provide for only one hotel on Camp Nimitz, expand the golf course to 18 holes (84 acres), and reduce the airport expansion area by 16 acres.

Finding: When compared to the Low Traffic Alternative, this alternative would result in an estimated 6,635 additional average daily trips. Therefore, with exception of the larger airport expansion area and lesser traffic impacts of the Low Traffic Alternative, it is anticipated that impacts related to the Peninsula Community Planning Board Alternative are similar to the Low Traffic Alternative.

This alternative is infeasible for the following reasons:

- Reduction in the area devoted to Research and Development uses would result in a revenue loss of \$6,500,000.
- Loss of hotel revenues by removing the 350-room hotel and decreasing the 650-room hotel to 595 rooms would result in a revenue loss of \$29,122,000.
- Increasing the golf course from 9 holes to 18 holes would add \$6,278,000 to the cost of developing NTC.
- The viability of the office/retail is highly questionable given the conditions under which they must operate in this alternative. In effect, 34 acres of office/retail would be allowed in a high noise area without the surrounding mix and intensity of development necessary to justify the cost of upgrading the facilities. It is unlikely any user could pay the full cost of rehabilitation, and some other subsidy from an outside source would be required.

STATEMENT OF OVERRIDING CONSIDERATIONS
for
DISPOSAL AND REUSE OF CERTAIN REAL PROPERTIES
at the
NAVAL TRAINING CENTER

SCH No. 96051057
LDR No. 96-0255

The California Environmental Quality Act (CEQA) and State CEQA Guidelines (§ 15093) provide:

- (A) CEQA requires the decision maker to balance the benefits of the proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable.
- (B) Where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR, but are not at least substantially mitigated, the agency shall state in writing the specific overriding economic, legal, social, technological or other benefits of the project which outweigh the significant effects on the environment and the reasons to support its action based on the final EIR and/or other information in the record.
- (C) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

The City Council, pursuant to CEQA and the CEQA Guidelines, having reviewed and considered the information contained in the Final EIS/EIR, the appendices to the Final EIS/EIR, and the Administrative Record, finds that specific overriding economic, legal, social, technological, or other benefits of the NTC Reuse Plan outweigh any and all significant effects that the project will have on the environment, and that on balance, the remaining significant effects are found acceptable given the following overriding considerations:

1. Reuse and Upgrading of Historic Buildings

The project will retain and rehabilitate 52 historic structures that are an integral part of San Diego's military history. Instead of becoming "house museums," the historic structures at NTC will be actively reused. Some of these structures provide opportunities for major public civic use. Among the historic structures being preserved are four buildings, formerly officer quarters, that will become bed and breakfast facilities. Through their use, the public will have the opportunity to directly participate in military history. Other major structures will provide opportunities for performance and civic uses.

2. Amount and Type of Commercial, Civic, and Tourist Facilities in the Urban Core

This is the first truly mixed use community to be developed near downtown San Diego. It incorporates approximately 60 acres of commercial, 41 acres of residential, 41 acres of employment opportunities, 40 acres of civic, and 33 acres of educational uses.

3. Provisions of Parks and Recreation

The project provides more than 50 acres of public park and open space including waterfront access, a 50-acre water area expected to support recreational use in the long term, two on-site swimming pool/gym facilities, and a 21-acre golf course. All these recreational facilities are expected to be available to the public.

4. Regional Public Safety Training Institute

A Regional Public Safety Training Institute would be created to operate as a regional facility for San Diego County and Imperial County law enforcement agencies; firefighter and emergency medical training personnel from the City and County of San Diego, as well as other municipal agencies; and the San Diego Community College District. The Regional Public Safety Training Institute will occupy a site of approximately 25 acres within the 103-acre Camp Nimitz portion of NTC. The institute is expected to attract users from across the nation.

5. Airport Expansion

The San Diego International Airport is a landlocked facility and the expansion of the available airport area would have a positive economic impact on the region.

6. Amount and Type of Housing Opportunities

The NTC Reuse Plan proposes 350 market rate housing units that would be provided in a community where regional projections emphasize the need for new housing. These homes are being designed to complement and blend with the existing Point Loma neighborhood and integrate with 500 units of military family housing to be developed immediately adjacent to the market rate units. Of particular importance is that

residential development on NTC is expected to directly support the commercial, civic, office, and recreational uses planned for the site.

7. Amount and Type of Education Facilities

More than 20 acres at NTC is designated for educational use with the expectation that many existing buildings will be reused for college level academic instruction.

8. Economic Benefits

The project is projected to create the following economic benefits to the City and Community:

- 3,015 construction jobs
- 4,447 permanent jobs, consisting of:
 - Management/Professional 1,278 jobs
 - Technical/Sales 614 jobs
 - Clerical 1,008 jobs
 - Sales/Services 1,037 jobs
 - Craft 207 jobs
 - Operator/Laborer 263 jobs
 - Other 40 jobs
- \$4.0 million gross annual tax increment revenue
- \$800,000 annual housing-set aside
- \$3.9 million annual TOT revenues
- \$330,000 annual sales tax revenue

100-111111

FINAL
MITIGATION MONITORING AND REPORTING PROGRAM
for the
Disposal and Reuse of Certain Real Properties
at the
Naval Training Center

SCH No. 96051057

LDR No. 96-0255

October 20, 1998

The California Environmental Quality Act (CEQA) Section 21081.6 requires that a mitigation monitoring and reporting program (MMRP) be established upon certification of an Environmental Impact Report (EIR). It stipulates that "the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This MMRP has been developed in compliance with Section 21081.6 of CEQA and identifies (1) mitigation measures to be implemented prior to, during, and after disposal and reuse of certain properties at the Naval Training Center, (2) the individual/agency responsible for that implementation, and (3) criteria for completion or monitoring of the specific measures. It incorporates revisions to mitigation measures resulting from public review of the Draft EIS/EIR.

A. Land Use

Future development within the reuse planning area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager, unless otherwise indicated, shall verify that future project plans have incorporated or complied with the following measures:

- LU-1 Design facilities to control public access to the public safety institute (through signage, fencing, etc.) to mitigate conflicts associated with the public safety institute operations and adjacent hotel.

- LU-2 Implement the visual quality mitigation measures to mitigate visual impacts associated with view blockage from the residential area northwest of NTC San Diego.
- LU-3 Regarding the public safety institute's inconsistency with the tidelands trust, the City shall enter into an agreement with the State Lands Commission, which imposes restrictions where none exist in exchange for removal of restrictions where they do exist.
- LU-4 Fencing and directional signage shall be used adjacent to the MWWWD Lab and public safety institute to keep pedestrians away from these uses; and the uses shall be designed to discourage trespassing.
- LU-5 No later than 90 days after transfer of the NTC property from the Navy to the City of San Diego, and prior to transfer of the title from the City to another party, the City will execute a limited avigation easement in favor of the Lindbergh Field Airport Operator (currently the Port District) for noise impacts at noise contour levels provided in the Comprehensive Land Use Plan Lindbergh Field adopted February 1992, as amended April 1994 and approved by SANDAG.

With regard to less than significant impacts, the following measures are recommended:

- LU-6 Implement security measures to prohibit unauthorized entrance into the Marine Corps Recruit Depot.
- LU-7 Assure extension of all safety fences based on reconfiguration or increased use of the golf course or driving range.

B. Transportation and Circulation

Future development within the reuse planning area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans have incorporated or complied with the following measures:

- TRAFFIC-1 Future development shall provide full funding for the widening of Rosecrans Street along the project frontage. Rosecrans Street shall be widened by 12 feet along the project frontage to improve flow on this

roadway and to increase the capacity of project access points. This roadway widening shall be coordinated with Caltrans.

TRAFFIC-2 Future development shall provide full funding for the following intersection improvements when the reuse planning area trip generation exceeds 38,100 ADT:

- Rosecrans Street/Bainbridge Court/Russell Street
 - A) Add an eastbound right turn lane and one eastbound shared left turn/through lane at Bainbridge Court (Gate 6).
- Rosecrans Street/Roosevelt Road
 - A) Add a southbound left turn lane from Rosecrans Street onto Roosevelt Road (Gate 3), heading west.

TRAFFIC-3 Future development shall implement one of the mitigation options provided below. It should be noted that Option #2 is a preferable measure to implement as it ensures completion of improvements nearest the site and is more consistent with the project's traffic study.

Option #1: Future development shall provide the following fair share contributions to the following intersection improvements when the reuse planning area trip generation exceeds 38,100 ADT:

- Lytton Street/Rosecrans Street (28% contribution):
 - A) Add an eastbound shared left turn/through lane on Lytton Street.
 - B) Add a westbound left turn lane from Lytton Street onto Rosecrans Street.
 - C) Add a southbound left turn lane from Rosecrans Street onto Lytton Street.
- Midway Drive/Rosecrans Street (17% contribution):
 - A) Add one eastbound left turn lane and one westbound left turn lane from Midway Drive onto Rosecrans Street.
 - B) Add one northbound right turn lane and one southbound right turn lane from Rosecrans Street onto Midway Drive.

- Nimitz Boulevard/Rosecrans Street (7% contribution):
 - A) Add one northbound left turn lane from Rosecrans Street onto Nimitz Boulevard.
 - B) Add one southbound right turn lane and one southbound left turn lane from Rosecrans Street onto Nimitz Boulevard.

The project shall provide the following fair share contributions to the following intersection improvements when the reuse planning area trip generation exceeds 50,000 ADT:

- Sports Arena Boulevard/Rosecrans Street/Camino Del Rio (16% contribution):
 - A) Add one westbound right turn lane from Sports Arena Boulevard onto Camino Del Rio.
 - B) Add one westbound left turn lane from Sports Arena Boulevard onto Rosecrans Street.

Option #2: In exchange for the waiver of fair share contributions at other off-site locations, future development shall provide full funding for the following intersection improvements when the reuse planning area trip generation exceeds 38,100 ADT. Additional contributions would be required if the intersection improvements represent less than the full fair share contributions identified in Option #1.

- Nimitz Boulevard/Rosecrans Street:
 - A) Add one northbound left turn lane from Rosecrans Street onto Nimitz Boulevard.
 - B) Add one southbound right turn lane and one southbound left turn lane from Rosecrans Street onto Nimitz Boulevard.
- Lytton Street/Rosecrans Street:
 - A) Add an eastbound shared left turn/through lane on Lytton Street.
 - B) Add a westbound left turn lane from Rosecrans onto Lytton Street.
 - C) Add a southbound left turn lane from Rosecrans Street onto Lytton Street.

C. Cultural Resources

Future development within the reuse planning area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future project plans have incorporated or complied with the following measures:

- CULT-1 An archaeological monitor shall be on-site during construction activities involving grading or excavation in areas west of the 1850 mean high tide line; monitoring shall not be required in areas east (bayward) of the 1850 mean high tide line. The monitor shall be empowered to halt construction in and around areas where previously unevaluated cultural materials, either historic or prehistoric, are unearthed until such time that the resource is inspected by a member of the Society of Professional Archaeologists in consultation with a cultural resource representative of the lead agency responsible for administering the construction/earth moving permit.
- CULT-2 All original maps, field notes, non-burial related artifacts, catalog information and final reports shall be curated at an institution within San Diego County. Qualified institutions are those with proper facilities and staffing for insuring research access to the collections, consistent with Federal standards. If there are no qualified institutions in San Diego County that can accept additional collections, the historical resource consultant shall be responsible for temporary curation until such time as a regional facility becomes available. Arrangements for long-term curation shall be established between future applicants/property owners and the consultant prior to the initiation of the field reconnaissance.

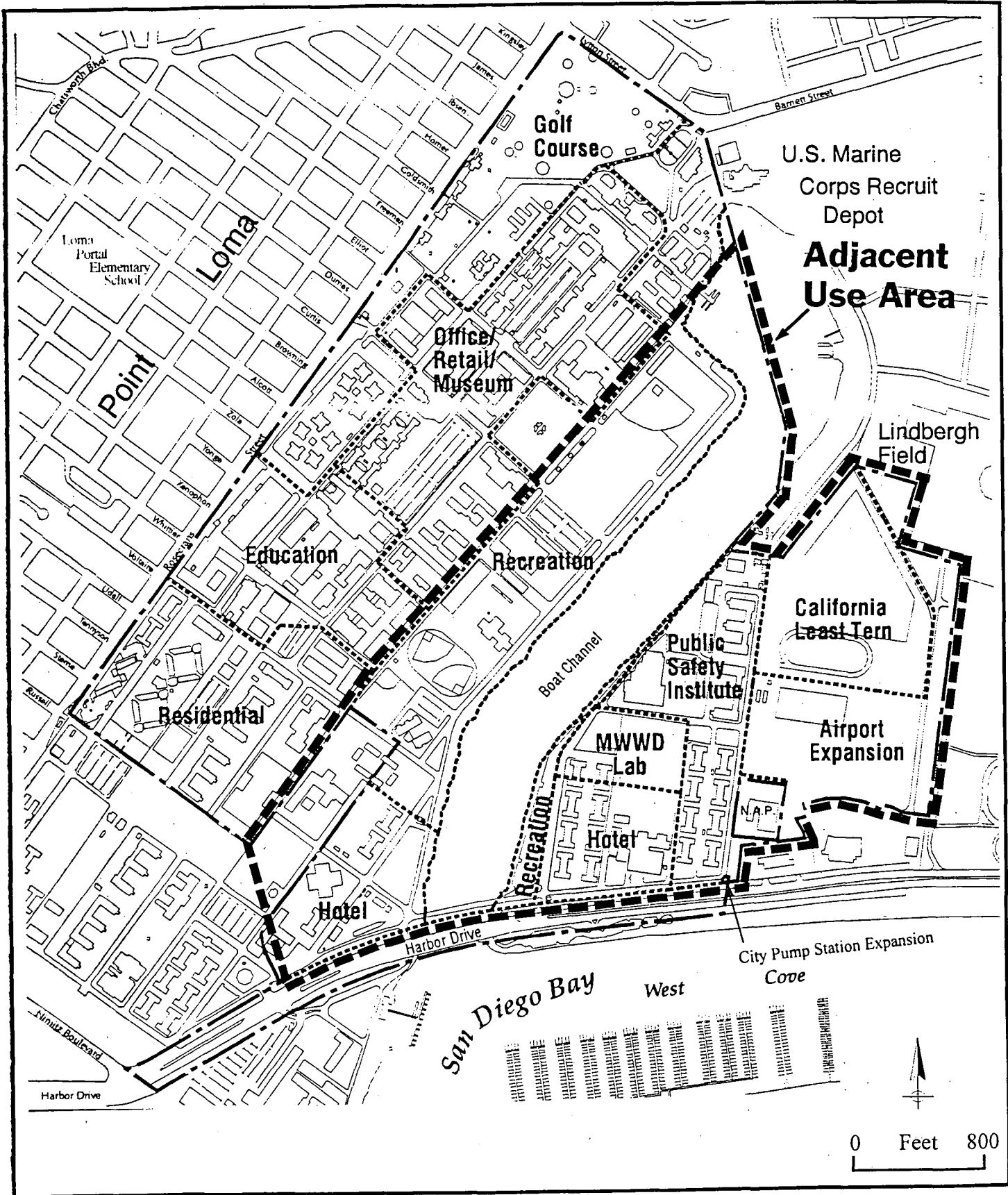
D. Biological Resources

Future development within the reuse planning area shall incorporate or comply with the measures provided below prior to issuance of land development permits. The City Environmental Review Manager shall verify that future project plans proposed by the acquiring entities have incorporated or complied with the following measures:

- BIO-1 Regarding waterbird (waterfowl, shore and wading birds) foraging and roosting habitats, ensure that future projects are consistent with CEQA

requirements, the Natural Resources Management Planning Program initiated by the Navy and Unified Port District, and the Open Space Plan contained in Section 2.0 of the NTC Reuse Plan's Urban Design Guidelines. The Open Space Plan would provide naturalized habitat for wildlife along designated shoreline areas of the boat channel.

- BIO-2 Construction activities adjacent to heron nest and roost trees and foraging areas of waterbirds that utilize the boat channel may have a significant impact. To mitigate this impact, construction noise adjacent to breeding, roosting, and foraging areas of birds shall be kept to a minimum particularly during the breeding season. Specific requirements for herons and the California least tern are provided below under Bio-3 and Bio-5, respectively.
- BIO-3 The three ornamental trees at the corner of Worden and Cushing Roads used by nesting herons shall be retained and no less than a 100-foot construction buffer shall be provided during the heron breeding season (15 January through 15 July) to ensure that construction noise and activities do not result in herons avoiding utilization of nest trees or abandoning their nests or young. Appropriate buffers shall be determined by a biologist familiar with the life history and nesting requirements of herons on a case-by-case basis.
- BIO-4 All trash containers or trash dumpsters shall be covered at all times to discourage the use of these facilities as a source of food by mammalian (e.g., cats, dogs, skunks, opossums) and avian (e.g., gulls, crows, ravens) predators of the California least tern.
- BIO-5 Concurrent with the acquiring entity's receipt of title to the property contained within the Adjacent Use Area of NTC (refer to Figure A), the acquiring entity shall record a form of deed restriction running with the land (e.g., convey a covenant or easement to any Federal, State or local agency or organization designated by the U.S. Fish and Wildlife Service prior to transfer of the Adjacent Use Area) for the purpose of ensuring protection and no effect upon the California least tern nesting site. The covenants or easement shall apply to the Adjacent Use Area and shall



ADJACENT USE AREA

Figure
A



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contain those conditions or restrictions set forth below in paragraphs A through D. The deed restriction, covenant, or easement shall also contain a provision for automatic extinguishment in the event the California least tern nesting site is relocated or no longer needed (as determined by the U.S. Fish and Wildlife Service) or in the event the City amends its Multiple Species Conservation Program (MSCP) 10(a) Permit to incorporate the Adjacent Use Area into the MSCP Permit Area.

- A. Future development of any new piers, docks, and boat ramps, or the modification of existing facilities having the potential for impacting foraging habitat of the California least tern shall require coordination with the U.S. Army Corps of Engineers and U.S. Fish and Wildlife Service to determine the need for any permits under Section 10 of the Rivers and Harbors Act, 33 U.S.C. § 401 et seq., or Section 404, the Clean Water Act, 33 U.S.C. § 1251 et seq., or any other permits required from the U.S. Coast Guard, or any other applicable Federal law.
- B. During the California least tern nesting season (April 1 to September 15), no construction related activities (including but not limited to pile driving demolition, sirens, explosions, or other loud noise) shall be allowed that exceeds either 60 dB(A) or existing ambient noise level without aircraft noise (associated with take offs and landings at Lindbergh Field), whichever is higher, at the edge of the 15-acre California least tern buffer area, or that results in ground vibrations that disrupt the normal nesting behavior of the California least tern (i.e., repeatedly leaving their nests). If the California least tern has not used the nesting colony by July 15th of any given year then there shall be no restrictions on adjacent properties to the California least tern colony for that given year.
- C. The acquiring entity shall be responsible for assuring that exterior lighting associated with new development adjacent to the 15 acres California least tern buffer area shall have shields or other appropriate measures to prevent increasing ambient nighttime lighting conditions in the California least tern nesting colony or buffer area. The acquiring entity shall be responsible for documenting ambient lighting conditions in the California least tern buffer area by use of a light meter prior to redevelopment or reuse

of the Adjacent Use Area.

D. The acquiring entity shall assure that all new structures or modifications to structures within the Adjacent Use Area that have a direct line-of-sight to the California least tern nesting colony, (including but not limited to, buildings, light poles, towers, signage, or antennas, or landscaping) shall include measures to deter perching by avian predators of the California least tern; such as the use of rotating wands on structures and pruning or eliminating identified trees, or other measures.

- BIO-6 Coordination with the U.S. Fish and Wildlife Service shall be required for any change in uses or new development in the Adjacent Use Area which requires an amendment to the Reuse Plan and which has the potential to adversely affect the California least tern.
- BIO-7 Sediment runoff and erosion control shall be contained on construction sites using best management practices (also see mitigation measures for water quality impacts).
- BIO-8 Design runoff drainages to empty into areas of San Diego Bay where greater tidal flushing exists.
- BIO-9 Prevent surface water contamination from fuel spills or storm water runoff originating on paved surfaces from entering natural drainage features. Conduct operations with the potential for fuel spilling, such as fueling and defueling, within concrete-bermed areas that drain into oil-water separators. Remove fuels from the separators for disposal and divert any water to a suitable treatment structure.
- BIO-10 During storm events, divert first-flush runoff washloads (the first half inch of precipitation) from all paved surfaces to soakway basins, or other suitable treatment structures, prior to release into the bay. These structures allow for relatively rapid infiltration of storm water runoff prior to discharge into natural channels. Treatment structures include unlined drainage channels; grassy swales along roads, parking lots, and storm drain channels; infiltration ditches and trenches; and constructed wetlands.

- BIO-11 Ensure that all discharges to natural drainages comply with the Clean Water Act, as amended, 33 U.S.C. § 1342. It should be noted that these standards shall be implemented by the Port District and shall be fully supported by the FAA.

- BIO-12 For Section 404 permitting, follow to the fullest extent possible, the procedure set forth in the MOA between the Department of Transportation (DOT) and Department of the Army on permit processing, effective January 18, 1983.

- BIO-13 Locate all hazardous materials and hazardous waste storage areas within appropriately designed containment structures.

- BIO-14 Prepare an Oil and Hazardous Substances Spill Contingency Plan and Spill Prevention, Control, and Countermeasures Plan to provide specific measures to be implemented in the event of a spill. Maintain an appropriate spill response capability in accordance with the plans.

E. Geology and Soils

Future development within the reuse planning area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future project plans have incorporated or complied with the measures listed below.

- GEO-1 Design and construct proposed project facilities in accordance with the Uniform Building Code (UBC) and state-of-the-art seismic design specifications of the Structural Engineering Association of California for buildings in Seismic Zone IV.

- GEO-2 Remove soils that are subject to liquefaction and replace with properly compacted fill soils in accordance with the recommendations provided in the site-specific geotechnical documentation prepared for the project.

- GEO-3 Prior to construction, prepare a soil erosion plan to be incorporated into the design, construction, and demolition permitting process. The plan shall include a detailed strategy for minimizing impacts to the project area.

- GEO-4 Provide protective covering such as mulch, straw, or plastic netting, on exposed graded areas.
- GEO-5 Use sandbags or desilting basins as diverting techniques to reduce water erosion of partially graded streets, parking areas, or graded pads.
- GEO-6 Where possible, maintain a buffer strip of vegetation between impacted NTC San Diego areas and the boat channel and the adjoining portion of San Diego Bay to filter sediments transported by surface waters.
- GEO-7 Revegetate open areas as soon as practical upon completion of grading with seeded wood-based mulch.
- GEO-8 Perform corrosivity testing on soils, as appropriate, prior to project construction. Should soils be determined to be corrosive, either replace the soils or treat in-place soils as appropriate.

F. Hydrology and Water Quality

Future development within the reuse planning area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future project plans have incorporated or complied with the measures listed below.

- HYDRO-1 Implement the soil erosion mitigation measures presented above for Geology and Soils. These measures are primarily associated with construction and demolition activities. In addition, compliance with NPDES permits shall reduce possible impacts on surface water quality by construction or demolition activities.
- HYDRO-2 Acquisition of new permits by property recipients, in accordance with applicable regulations, shall be required for continued operation of existing facilities following the closure of NTC San Diego. Reuse activities may be subject to NPDES permit requirements for storm water discharge during the construction period and continued operation of commercial and industrial buildings. NPDES permits generally include long-term sampling and monitoring of storm water outfalls. This provision is contained in the NPDES permit application regulation for storm water discharges issued by

the USEPA as a final rule on November 16, 1990. In addition, compliance with Assembly Bill 411 and the USEPA California Toxics Rule, 62 C.F.R. § 42160.

G. Public Health and Safety

Future development within the reuse planning area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future project plans have incorporated or complied with the following measures:

- SAFETY-1 Erect fencing around the area to be utilized for the storage of heavy equipment and materials.
- SAFETY-2 Place shoring in trenches greater than 5 feet in depth to stabilize the trenches.
- SAFETY-3 Place markers equipped with flashing lights for night-time use along open trenches at intervals of 30 feet or less.
- SAFETY-4 Place flagging and security fencing around the perimeter of each site to restrict unauthorized access.
- SAFETY-5 Schedule major earthwork and heavy machinery use during non-peak hours of travel along affected roadways, whenever possible.
- SAFETY-6 Conform trenching operations to United States Occupational Safety and Health Administration (OSHA) requirements.
- SAFETY-7 Erect security fencing and install signage or provide metal grating over exposed portions of the concrete drainage channel to restrict access to area residents.
- SAFETY-8 Restrict access to the public safety institute by facility design and appropriate placement of fencing and signage.
- SAFETY-9 Post appropriate signage and monitor the above ground steam lines to restrict access to area residents.

SAFETY-10 Post a crossing guard at appropriate locations along Rosecrans Street to assist children walking to and from Loma Portal Elementary School.

H. Visual Resources

Future development within the reuse planning area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future project plans have incorporated or complied with the following measures:

- VISUAL-1** Minimize the time between the removal or alteration of a visual element (e.g., buildings) and the introduction of a new visual element. Keep construction equipment and materials out of public view as much as possible.
- VISUAL-2** Prior to final design or construction, the project applicant shall submit a visual resource site inventory for approval by the Environmental Review Manager of the City's Development Services Department. Important visual character elements and resources shall be mapped. These resources would either be incorporated into the development plans or be replaced with resources having a higher level of visual quality and quantity. Elements to be considered include architectural treatments, site planning that takes into account the axial spatial arrangements, mature street trees, and associated site elements.
- VISUAL-3** Include the overall pedestrian scale and historical context of the site in all plans for development.
- VISUAL-4** Incorporate the urban design guidelines found in the NTC San Diego Reuse Plan. Expand on these guidelines to include other architectural, landscape architectural, and site planning design guidelines prior to the final design or construction phases. These guidelines shall preserve existing architectural, landscape architectural, and site planning elements that give NTC San Diego its special character and context and guide new development to be consistent with the elements. Guidelines should incorporate the following design principals associated with relevant plans:

Peninsula Community Plan

- A. New development or redevelopment should maintain and complement the existing scale and character of the residential areas of the Peninsula Community.
- B. New development should protect and enhance those natural and man-made features of the Peninsula Community which make this area unique to the San Diego region.
- C. Enhancement of the community's image through special treatment of the major entry points into the community should also be encouraged.
- D. Residential development guidelines emphasize that residential structures should be designed to protect views of the Peninsula Community's natural scenic amenities, especially the ocean shoreline and the San Diego Bay. Setbacks and view corridors should be kept clear of obstacles which may interfere with visual access.
- E. Commercial guidelines include a thirty foot height limitation for buildings within the Peninsula Community Planning Area.
- F. Various elements of climate control such as arbors, canopies, awnings, colonnades, and arcades improve the pedestrian experience as well as improve the visual quality of a streetscape. Trees, lighting bollards, benches, or textured sidewalks are encouraged along major streets to enhance the visual quality and separate pedestrian paths from traffic conflicts.
- G. Clusters of shops around interior courtyards extend the commercial frontage of the area and increase the diversity of the street.
- H. Extensive tree plantings are encouraged which enhance the visual quality of public streets and provide a strong visual element of continuity as future development occurs.
- I. Parking should be visually de-emphasized by providing parking

underground or located in the rear of buildings. Large surface parking lots should be broken up with landscaped islands and screened from view.

Midway /Pacific Highway Corridor Community Plan

- J. Adequate building setbacks and landscaping are required on all projects.
- K. A gradual transition in the scale of buildings between dissimilar land uses and densities is required.
- L. Buildings should have a variety of design elements and articulation of building facades.
- M. Urban open areas need to be incorporated into development.
- N. A continuation of the existing street lamp theme is recommended.
- O. All off-street parking should be screened from public arterials.

VISUAL-5 The creation of expanded design guidelines and signage restrictions shall serve to mitigate any visual quality impacts that would create a cluttered, disorganized, or distracting visual environment.

VISUAL-6 Prior to final design and construction, a view corridor analysis and mapping effort shall be submitted by the project applicant for approval to the City Environmental Review Manager. This analysis shall include the existing private and public viewing points that depend on visual corridors over NTC San Diego. Existing blockage shall be noted and the spatial extent of these corridor requirements on NTC San Diego shall be mapped. Height and percentage encroachment into these corridors shall be determined and design guidelines developed in order to direct the future development plans of the project. With the creation and implementation of these guidelines into the development of the alternatives, significant view quality impacts would be reduced to below a level of significance.

I. Community Services and Facilities

SCHOOL-1 Prior to issuance of building permits, future development within the reuse planning area shall pay required school fees. The City's Development Services Permit Review Manager shall verify that future projects have complied with this measure.