

RESOLUTION NUMBER R- **293148**

ADOPTED ON **MAY 16 2000**

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO CERTIFYING THAT THE CITY COUNCIL HAS REVIEWED AND CONSIDERED INFORMATION CONTAINED IN THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE CITY HEIGHTS REDEVELOPMENT PROJECT, AND THE ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT/MITIGATED NEGATIVE DECLARATION WITH RESPECT TO THE PROPOSED DISPOSITION AND DEVELOPMENT AGREEMENT; AND MAKING CERTAIN FINDINGS THERETO.

WHEREAS, the Redevelopment Agency of The City of San Diego [the Agency] is engaged in activities necessary to carry out and implement the Redevelopment Plan for the City Heights Redevelopment Project [the Project]; and

WHEREAS, the Agency has previously prepared, and the Agency (Resolution No. 2068) and the City Council (Resolution No. R-279878) have certified the Final Environmental Impact Report for the City Heights Redevelopment Project [referred to herein as the FEIR]; and

WHEREAS, the City Council proposes to approve a Disposition and Development Agreement; and

WHEREAS, the Agency has prepared an Environmental Assessment in accordance with and pursuant to the California Environmental Quality Act of 1970 [CEQA] and state and local regulations and guidelines adopted pursuant thereto, and the National Environmental Policy Act

[NEPA], and such Environmental Assessment assesses the environmental impacts of the Disposition and Development Agreement; and

WHEREAS, based upon the Environmental Assessment, the Agency has also prepared a proposed Finding of No Significant Impact/Mitigated Negative Declaration [FONSI/MND] of environmental impacts with respect to the proposed Disposition and Development Agreement and has provided public notice of and circulated the proposed FONSI/MND for public review and comment in the manner provided by law; and

WHEREAS, the City Council has considered the environmental effects of the proposed Disposition and Development Agreement as shown in the FEIR and the Environmental Assessment, and has considered the proposed FONSI/MND, including comments received thereon, in connection with its hearings and deliberations on said actions; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, as follows:

1. That the City Council certifies that the Environmental Assessment of environmental impacts, and the FONSI/MND, with respect to the proposed Disposition and Development Agreement have been prepared and completed in compliance with the California Environmental Quality Act of 1970 and state and local regulations and guidelines adopted pursuant thereto, and the National Environmental Policy Act [NEPA], and that the Agency has certified thereto.

2. That the City Council further certifies that the information contained in the Environmental Assessment, the FEIR, and the FONSI/MND, including comments received thereon, has been reviewed and considered by the City Council members.

3. That the City Council finds and determines that:

a. No substantial changes are proposed in the City Heights Redevelopment Project, or with respect to the circumstances under which the Project is to be undertaken, as a result of the proposed Disposition and Development Agreement, which will require important revisions in the FEIR for the Project, due to the involvement of new significant environmental impacts not covered in the FEIR; and

b. No new information of substantial importance to the Project has become available which was not known or could not have been known at the time the FEIR for the Project was certified as complete, and which shows that the Project will have any significant effects not discussed previously in the FEIR, or that any significant effects previously examined will be substantially more severe than shown in the FEIR, or that any mitigation measures or alternatives previously found not to be feasible would in fact be feasible, or not previously considered, would substantially reduce or lessen any significant effects of the Project on the environment; and

c. The Project will have no significant effect on the environment, except as identified and considered in the FEIR for the Project, provided, however, that the Disposition and Development Agreement, will not cause any significant adverse impact on the environment with respect even to those effects of the overall Project which cannot be avoided, as described in Attachment A (attached hereto and incorporated herein by this reference); and

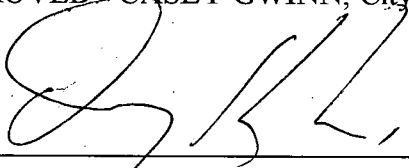
d. The significant environmental effects of the overall Project, which cannot be avoided, remain acceptable as identified and considered in Resolution No. 2068 of the Agency, and Resolution No. R-279878, of the City Council; and

e. The FONSI/MND of environmental effects of the proposed Disposition and Development Agreement is approved; and

f. The Mitigation Monitoring and Reporting Program (attached hereto and incorporated herein by this reference in Attachment A) for implementation of the Disposition and Development Agreement is approved and adopted.

APPROVED: CASEY GWINN, City Attorney

By



Douglas K. Humphreys
Deputy City Attorney

DKH:lc

05/04/00

Or.Dept:Redev.

R-2000-1303

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U.S. DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
AND
CITY OF SAN DIEGO, CALIFORNIA
LDR NO. 99-0565
SCH NO. 99091092

REVISED March 10, 2000

FINDING OF NO SIGNIFICANT IMPACT

Pursuant to: 42 U.S.C. 4332(2) (c), 23 U.S.C. 128(a), 24 CFR Part 58

MITIGATED NEGATIVE DECLARATION

Pursuant to: California Environmental Quality Act (CEQA)
(California Public Resources Code Section 21000 et seq.)

SUBJECT: Regional Transportation Center (RTC). APPROVAL (LDR No. 99-0565) of DISPOSITION DEVELOPMENT AGREEMENT (DDA); MID-CITY DEVELOPMENT PERMIT (MCD), CONDITIONAL USE PERMIT (CUP), VARIANCES and DEVIATIONS from the Mid-City Communities Planned District Ordinance; a TENTATIVE MAP and STREET ACTION, to divide the project site into two parcels and to vacate an alley; and an ENCROACHMENT REMOVAL AGREEMENT, a PUBLIC IMPROVEMENT PERMIT and EASEMENTS, to relocate water and sewer lines and improve El Cajon Boulevard. A DDA is required because the property is under multiple ownership. RELEASE OF HOUSING AND URBAN DEVELOPMENT (HUD) SECTION 108 LOAN GUARANTEE and ECONOMIC DEVELOPMENT INITIATIVE (EDI) PROGRAM FUNDING totaling \$3,520,000 from the 2000 and 2001 Twenty-Sixth and Twenty-Seventh Entitlement Program Years, respectively. The project proposes to develop a 1.39-acre site with a ~~29,404~~ 24,864-square-foot Regional Transit Center (RTC) complex with on-site parking for 64 cars. The purpose of the project is to introduce the concept of Alternative Fuel Vehicles (AFV) to the public. Conceptual plans for the facility include an AFV educational center comprising an auditorium and orientation room, a AFV showroom and an AFV repair center within the building, with an alternative refueling station and demonstration kiosk located on the eastern portion of the site. A police storefront facility is also proposed. The project site is located on the southwest corner of El Cajon Boulevard and 41st Street, north of the terminus of Central Avenue and east of the Interstate 15 Freeway/El Cajon Boulevard northbound off-ramp, in the City Heights Community of the Mid-City Communities Planning Area. Mid-City Communities Planned District CN-1 (commercial node), CL-1 (commercial linear), CL-1T (commercial linear residential transition) and MR1000B Zone (multiple-family residential, maximum density of 43 dwelling units per acre [du/ac][up to 54 du/ac on lots 10,000 square feet in size or larger]). (Lots 39-48, Block 27, Teralta Resubdivision of Blocks K

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ECONOMIC DEVELOPMENT
SERVICES

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and L, Map No. 1037; Portion of I-15 Freeway right-of-way, portion of an alley to be closed). Applicants: Pearson Ford and the San Diego Redevelopment Agency.

I. PROJECT DESCRIPTION:

See attached Environmental Assessment/Initial Study.

II. ENVIRONMENTAL SETTING:

See attached Environmental Assessment/Initial Study.

III. FINDING:

In compliance with the National Environmental Policy Act (NEPA) and HUD/CDBG Environmental Review Procedures, the California Environmental Quality Act (CEQA) and State CEQA Guidelines, The City of San Diego has conducted an Environmental Assessment (Initial Study pursuant to CEQA) and has determined that the proposed project will not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report/Statement.

IV. DOCUMENTATION:

The attached Environmental Assessment, compiled in accordance with CEQA and NEPA, documents the reasons to support the above findings. An Environmental Record is available for review and is on file at the Land Development Review Division, Fifth Floor, Development Review Center, 1222 First Avenue, San Diego, CA 92101.

V. MITIGATING MEASURES:

Noise Quality, Light and Glare, and Land Use

1. As a condition of the Mid-City Development Permit and Conditional Use Permit, the hours of operation for the automobile service and repair facility shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday.
2. A lighting control plan to the satisfaction of the City Manager shall be submitted to the Planning and Development Review Department, as a part of the MCD Permit and CUP applications. Lighting for the showroom shall be designed so as not to illuminate adjacent residences, and all exterior lighting shall be designed so as not to shine beyond the property boundaries. A solid wall three feet in height shall be provided along the 41st Street frontage and the new alley, sufficient to shield residences from headlights associated with traffic using the alternative refueling station and the automobile service and repair facility.

Cultural Resources

3. Prior to recordation of the first final map and/or the issuance of the first grading permit, the applicant shall provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that a qualified archaeologist and/or archaeological monitor, as defined in the City of San Diego Historical Resources Guidelines, have been retained to implement the monitoring program. The requirement for archaeological monitoring shall be noted on the grading plans. **ALL PERSONS INVOLVED IN THE ARCHAEOLOGICAL MONITORING OF THIS PROJECT SHALL BE APPROVED BY LDR PRIOR TO THE START OF MONITORING. THE APPLICANT SHALL NOTIFY LDR OF THE START AND END OF CONSTRUCTION.**
- a. The qualified archaeologist shall attend any preconstruction meetings to make comments and/or suggestions concerning the archaeological monitoring program with the construction manager.
 - b. The qualified archaeologist or archaeological monitor shall be present on site full-time during grading of native soils.
 - c. **WHEN REQUESTED BY THE ARCHAEOLOGIST, THE CITY RESIDENT ENGINEER SHALL DIVERT, DIRECT, OR TEMPORARILY HALT GROUND DISTURBANCE ACTIVITIES IN THE AREA OF DISCOVERY TO ALLOW EVALUATION OF POTENTIALLY SIGNIFICANT CULTURAL RESOURCES. THE ARCHAEOLOGIST SHALL IMMEDIATELY NOTIFY LDR STAFF OF SUCH FINDING AT THE TIME OF DISCOVERY.** The significance of the discovered resources shall be determined by the archaeologist, in consultation with LDR and the Native American community. LDR must concur with the evaluation before grading activities will be allowed to resume. For significant cultural resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts before grading activities in the area of discovery will be allowed to resume. Any human bones of Native American origin shall be turned over to the appropriate Native American group for reburial.
 - d. All cultural materials collected shall be cleaned, catalogued, and permanently curated with an appropriate institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate.
 - e. Prior to the release of the grading bond, a monitoring results report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusions of the archaeological monitoring program (with appropriate graphics) shall be submitted to and approved by the Environmental Review Manager of LDR. For significant cultural resources, a Research Design and Data Recovery Program shall be included as part of the evaluation report. A mitigation report for

significant cultural resources, if required, shall be submitted to and approved by the Environmental Review Manager of LDR prior to the release of the grading bond.

Paleontological Resources

4. Prior to the recordation of the first final map and/or issuance of the first grading permit, the applicant shall provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that a qualified paleontologist and/or paleontological monitor, as defined in the City of San Diego Paleontological Guidelines, have been retained to implement the monitoring program. The requirement for paleontological monitoring shall be noted on the grading plans. **ALL PERSONS INVOLVED IN THE PALEONTOLOGICAL MONITORING OF THIS PROJECT SHALL BE APPROVED BY LDR PRIOR TO THE START OF MONITORING. THE APPLICANT SHALL NOTIFY LDR OF THE START AND END OF CONSTRUCTION.**
 - a. The qualified paleontologist shall attend any preconstruction meetings to make comments and/or suggestions concerning the paleontological monitoring program with the construction manager.
 - b. The paleontologist or paleontological monitor shall be on-site full-time during the initial cutting of previously undisturbed areas. Monitoring may be increased or decreased at the discretion of the qualified paleontologist, in consultation with LDR, and will depend on the rate of excavation, the materials excavated, and the abundance of fossils.
 - c. **WHEN REQUESTED BY THE PALEONTOLOGIST, THE CITY RESIDENT ENGINEER SHALL DIVERT, DIRECT, OR TEMPORARILY HALT CONSTRUCTION ACTIVITIES IN THE AREA OF DISCOVERY TO ALLOW RECOVERY OF FOSSIL REMAINS. THE PALEONTOLOGIST SHALL IMMEDIATELY NOTIFY LDR STAFF OF SUCH FINDING AT THE TIME OF DISCOVERY. LDR shall approve salvaging procedures to be performed before construction activities are allowed to resume.**
 - d. The paleontologist shall be responsible for preparation of fossils to a point of identification as defined in the City of San Diego Paleontological Guidelines and submittal of a letter of acceptance from a local qualified curation facility. Any discovered fossil sites shall be recorded by the paleontologist at the San Diego Natural History Museum.
 - e. Prior to the release of the grading bond, a monitoring results report, with appropriate graphics, summarizing the results, analysis, and conclusions of the paleontological monitoring program shall be submitted to and approved by the Environmental Review Manager of LDR.

Human Health/Public Safety

5. Prior to approval of the Mid-City Development Permit and Conditional Use Permit, the applicant shall redesign the fuel system plan to modify the compressed natural gas skid so the holding tank is underground, to the satisfaction of the City Fire Department.

Utilities (Water and Sewer)

6. Prior to the issuance of final building permits, the applicant shall redesign the sewer line and its connections so that a minimum flowage rate or two feet per second or a one percent slope is achieved. Revised plans reflecting the acceptable flowage rate or slope for the sewer line shall be finalized to the satisfaction of the Wastewater Review Section of LDR at the plan check stage.

Mitigation Deposit

7. The above mitigation monitoring and reporting program will require a deposit of \$900.00 to be collected prior to the issuance of grading and construction permits to ensure the successful completion of the monitoring program.

VI. PUBLIC REVIEW DISTRIBUTION:

A draft copy of this Finding of No Significant Impact/Negative Declaration was published in the San Diego Union-Tribune and Public Record Reporter. Draft copies or Notice of this Finding of No Significant Impact/Negative Declaration were distributed to:

Federal

Department of Housing and Urban Development (7)
Environmental Protection Agency (19)

State of California

State Clearinghouse (46)
State Office of Historic Preservation (41)
California Energy Commission (59)
CALTRANS, District 11(31)
California Integrated Waste Management Board (35)
State Department of Health Services, Office of Noise Control (37)
CAL EPA (37A)
Regional Water Quality Control Board, Region 9 (44)

County of San Diego

Air Pollution Control District (65)
Education Department (66)
Environmental Health Services

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Hazardous Materials Management Division (75)
Site Assessment and Mitigation Division (76)

City of San Diego

Councilmember Kehoe, District 3 (MS 10A)
Economic Development and Community Services (MS 3A)
Engineering and Capital Projects Department (MS 9B)
Environmental Services (93A)
Fire and Life Safety Services (79)
Historical Site Board (87)
City Heights/Weingart Library Branch (MS 17)
Noise Plan Check Services (82)
Planning and Development Review Department (MS 501, MS 4A)
Water Department (MS 9A)

Others

Mid-City Development Corporation (286)
City Heights Area Planning Committee (287)
Mid-City Plan Update Committee (290A)
City Heights Community Development Corporation
Mr. James Varnadore
El Cajon Boulevard Business Improvement Association
Mr. J. W. Stump, Esquire
E. C. Allison Research Center (181)
Dr. Florence Shipek (208)
Dr. Lynne Christenson (208A)
San Diego Museum of Man (212)
San Diego Natural History Museum (213)
Save Our Heritage Organisation (214)
Ron Christman (215)
Louie Guassac (215A)
Clarence R. Brown Sr. (217)
San Diego County Archaeological Society, Inc. (218)
Kumeyaay Cultural Repatriation Committee (225)
Pearson Ford c/o Kent Trimble Company, Applicant
Andeel Family Trust, Owner
Donald J. and Connie Joan Anderson, Owners
Maria D. J. Valle Trust, Owner
Lupe A. and Irene Ramirez, Owners
Sadanano and Sneha Singh, Owners
Fehlman LaBarre Architects, Agent
*Barona Group of Capitan Grande Band of Mission Indians (225A)
*Campo Band of Mission Indians (225B)
*Cuyapaipe Band of Mission Indians (225c)
*Inaja and Cosmit Band of Mission Indians (225D)
*Jamul Indian Village (225E)
*La Posta Band of Mission Indians (225F)
*Manzanita Band of Mission Indians (225G)
*Sycuan Band of Mission Indians (225H)

- *Viejas Group of Capitan Grande Band of Mission Indians (225I)
- *Mesa Grande Band of Mission Indians (225J)
- *San Pasqual Band of Mission Indians (225K)
- *Santa Ysabel Band of Diegueño Indians (225L)
- *La Jolla Band of Mission Indians (225M)
- *Pala Band of Mission Indians (225N)
- *Pauma Band of Mission Indians (225O)
- *Pechanga Band of Mission Indians (225P)
- *San Luiseno Band of Mission Indians/Rincon (225Q)
- *Los Coyotes Band of Indians (225R)

*Public Notice Only

VII. RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received, but did not address the finding of the draft Mitigated Negative Declaration/Finding of No Significant Impact or the accuracy or completeness of the Environmental Assessment. No response is necessary. The letters are attached.
- (X) Comments addressing the findings of the draft Mitigated Negative Declaration/Finding of No Significant Impact and/or accuracy or completeness of the Environmental Assessment were received. Responses to these comments and the letters of comment are attached.

Copies of the draft Mitigated Negative Declaration/Finding of No Significant Impact, Environmental Assessment and Special Studies, are available for review or for purchase at the cost of reproduction in the office of the Land Development Review Division.

Lawrence C. Monserrate
Lawrence C. Monserrate, Environmental Review Manager
Planning and Development Review Department

September 20, 1999
Date of Draft Report

November 23, 1999
Date of Final Report

March 10, 2000
Date of Revised Report

Analyst: McHenry/Krosch

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INDEX TO LETTERS OF COMMENTS AND RESPONSES

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City Heights Community Development Corporation.....Responses 6-14

City Heights Area Planning Committee.....Responses 15-17

Mr. James Varnadore, City Heights.....Response 18

The Boulevard (El Cajon Boulevard Business Improvement Association)..... Responses 19-31

Mr. J. W. Stump, Esquire.....Responses 32-42

San Diego County Archaeological Society.....Response 43

California State Clearinghouse.....Response 44

LETTERS OF COMMENT

RESPONSES TO COMMENTS

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIDS, Governor

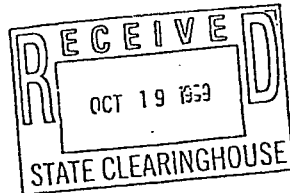
DEPARTMENT OF TRANSPORTATION

DISTRICT 11
P. O. BOX 85406
SAN DIEGO, CA 92186-5406
PHONE (619) 688-6954
FAX (619) 688-4299



CALTRANS, District 11

October 19, 1999



11-SD-015
P.M. 5:07
(K.P. 8.11)

*Dear e
10/19/99*

Ms. Mosle Boyd
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Boyd:

Draft ND for the Regional Transportation Center - SCH99091092

Caltrans District 11 comments are as follows:

- 1 • The planned development will require the reconstruction of the cul-de-sac at Central Avenue, access provisions to an alley, and possible changes to the 20-ft. wide pedestrian/bicycle walkway (environmental commitment for the freeway project). The State's obligation for this portion of Central Avenue has been met and should be relinquished to the city prior to any development occurring.
- 2 • A landscape contract will be starting in June 2000 which will include this area.
- 3 • The portion of freeway RW mentioned in the report is most likely in reference to the parcels (No's 26412, 27519) determined to be excess land for the freeway project. The access control limit needs to remain as indicated on the site plan to facilitate the operations of the ramp termini intersection.
- 4 • Close coordination with future Caltrans efforts will be necessary.
- 5 • Any work performed within Caltrans' right of way will require an encroachment permit. Additionally, Caltrans no longer maintains both the metric and imperial unit versions of the Standard Plans, Specifications, Special Provisions and manuals. Therefore, all plans as well as encroachment permit applications submitted to Caltrans must be stated in metric units. Information regarding encroachment permits may be obtained by contacting our Permits Office at (619) 688-6158. Early coordination with our agency is strongly advised for all encroachment permits.

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- 1 Comment acknowledged.
- 2 Comment acknowledged.
- 3 Comment acknowledged. The access control limit as shown on the plans would remain in force during the duration of the project.
- 4 Comment acknowledged.
- 5 Comment acknowledged. The applicant would obtain the necessary encroachment permits for any work within CALTRANS right-of way. All plans and encroachment permit applications submitted to CALTRANS for review would be expressed in metric units as required.

LETTERS OF COMMENT

Ms. Mosie Boyd
October 19, 1999
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Our contact person for this project is Greg Gastelum, Project Manager, at (619) 688-0262.

Sincerely,



BILL FIGGE, Chief
Planning Studies Branch

BF/LS/hg

LETTERS OF COMMENT

RESPONSES TO COMMENTS

City Heights Community Development Corporation



October 19, 1999

City of San Diego
Development Review Center, MS 501
1222 First Avenue
San Diego, CA 92101

RE: Separate but related actions regarding Regional Transportation Center (RTC)
Approval (LDR No. 99-0565)

With regard to the referenced action and/or actions the following written comments are provided by the City Heights Community Development Corporation (CHCDC).

- 6 1. Action "I." contemplates creating jobs and job training opportunities through the Alternative Fueled Vehicles educational center and through the vehicle service center. It is our understanding that the CHCDC CHANGE program has been included in the Economic Development Initiative grant application submitted by the City of San Diego regarding job development and placement activities. We have requested but we have not received a copy of the application or the project requirements in this regard; therefore we cannot properly evaluate our ability to participate nor the effectiveness of this important aspect of the proposal. We request that this information be provided to allow for review and comment prior to this action.
- 2. With respect to Action "II", Environmental Assessment the report is not clear on the following issues:
 - 7 Noise and Light. What will be the noise and glare impact on residential development to the east of the redesigned service bays? This area is subject to potential redevelopment for mixed residential and commercial uses. What level of sound mitigation from freeway noise and service center noise is proposed for the classrooms in the educational center if they are located on the first and or second floors? Considerable soundproofing and ventilation has been required for the nearby Central Elementary School located in similar proximity to the freeway.
 - 8 Traffic and Circulation. The environmental assessment does not appear to indicate how the volume and route of proposed project traffic including buses would impact potential proposed neighborhood land uses and circulation plans for development at the "transit oriented town center" intensity.

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- 6 It is assumed that this comment addresses Section I, Purpose and Main Features of the Environmental Assessment/Initial Study. The City Heights Community Development Corporation - City Heights Action Neighbors to Get Employed (CHCDC CHANGE) Program was included as a possible resource in the Economic Development Initiative (EDI) grant application submitted by the City. The Redevelopment Agency has mailed a copy of the EDI grant application to the CHCDC and will coordinate with the CHCDC on job placement as much as the CHCDC is willing and able to do so.
- 7 Both the noise and glare impacts were reduced to below a significant level by redesigning the site layout to reorient the service bays to the east, by including screening walls along both 41st Street and south of the fire lane; and by limiting the operating hours for the automobile service and repair facility to between the hours of 7:00 a.m. and 7:00 p.m. The residences located along 41st Street would be at least 90 feet from the service bays, as opposed to an approximately 30-foot distance from residences to the south as shown on the original plans. According to the noise study, the classroom use would not be adversely affected by future ambient freeway noise because the roadway is depressed below ground level and CALTRANS has constructed soundwalls to mitigate freeway noise to reasonable and feasible levels. Construction of an additional soundwall by CALTRANS along the off-ramp from northbound Interstate 15 at El Cajon Boulevard would enhance the "noise shadow" created by the depressed freeway. This reduction in operating hours enables the project to comply with the City's noise standards for off-premises noise effects, which is considered to be adequate mitigation. The screening walls would also address the glare issue associated with the AFV refueling station. Note: The classroom originally proposed for the second level of the facility has been deleted from the project. The subject block and other pertinent areas of the report have been revised accordingly.
- 8 The traffic analysis was not based on the "transit-oriented town center" concept; rather, it compared the mixed commercial/residential land uses designations as implemented by the Mid-City Communities Planned District Ordinance (PDO) regulations currently in force, with the proposed project. The new Mid-City Planned District provisions designed to implement the "transit-oriented town center" land use concept have not yet been adopted. The average daily traffic (ADT) for the project would be 1,618 ADT for the proposed project as compared with 760 ADT for the community plan land use designation. The traffic study concluded that the 858 additional ADT associated with the project would not result in a significant traffic/circulation impact. There would be about three bus trips per day, all stops to be made at the drop off on Central Avenue.

LETTERS OF COMMENT

City of San Diego
Land Development Review Center
October 19, 1999
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- 9 Land Use/Development. The Environmental Assessment concludes that the variances and deviations from strict adherence to the transit oriented town center use do not represent a significant impact but do not evaluate the potential cumulative impact of multiple deviations from achieving the goals of the Mid City Plan should this create a precedent for other land uses adjacent to the freeway. Other proposed compatible uses on or adjacent to the currently publicly owned surplus parcels such as parking structures to support additional transit oriented development are not evaluated.
- 10 Human Health / Public Safety. The proximity of tanks of flammable and or explosive gases (if such exist) to residences does not appear to be indicated.
- 11 Design and Energy Conservation. The significant glass area proposed could induce significant air conditioning loads. No offsetting energy conservation or solar generation technologies are proposed as mitigation for this potential high energy use. It is not clear how a 101 foot tall sign can be incorporated into the facade of the building whose height is noted as 60 feet.
- 13 Location Map. The base map used for the project location is woefully out of date. It does not include the existing freeway configuration and expansions to Central Elementary School.
- 14 Noticing. A copy of the notice and background materials was received via another community agency. CHCDC was not listed on the noticing list. The other Mid City area Planning Committees adjacent to the project site are not listed on the noticing list. It would appear that insufficient notice has been provided and the action and materials should be renoticed as soon as possible. We would request that CHCDC, an active community based agency established by residents of the community in 1981 be added to all redevelopment project notice lists.

Sincerely,



Jay Powell, Executive Director

cc Councilmember Christine Kehoe
Office of Community Planning and Development, HUD
San Diego Redevelopment Agency
Pearson Ford

RESPONSES TO COMMENTS

- 9 The variances and deviations cited in the report are from the application of the Mid-City Communities Planned District Ordinance (PDO), not the transit-oriented town center land use designation. The variances and deviations from these regulations would not result in a significant impact on environmental land use goals (the key environmental land use issue). Although not all variances are known at this time, the variances and deviations anticipated would entail the following: 1) a floor area ratio (FAR) exception of 0.53 where a maximum 0.50 FAR is permitted; 2) a variance, to allow a height of 61 feet for the canopy structure and attached sign along the El Cajon Boulevard frontage where a maximum height of 48 feet for a street wall; and 3) additional variances for the kiosk, roof overhangs and balconies. The pertinent areas of the report have been revised to reflect this information. The direct and cumulative impact of variances on environmental land use goals addressing such issues as traffic, air quality and ambient noise would not be significant. Any conjecture about other projects requesting similar variances and the impact of parking structures on surplus public lands would be speculative and no further response is offered.
- 10 According to the latest fuel system site plan, all fuels would be dispensed from the alternative fuels pump island located along the 41st Street frontage. The nearest residences would be approximately 90 feet distant from the pump island. As indicated in the analysis, the applicant has agreed to place the compressed natural gas (CNG) holding tank underground, to reduce the hazards, nuisances and site safety impact to below a significant level.
- 11 No significant impact to energy resources was identified, because construction of the facility must conform to stringent energy conservation measures now incorporated into the Uniform Building Code (UBC). The roof plan indicates the use of three photo electric panels, an example of an energy-saving device, to help regulate air temperature in the facility.
- 12 The main roofline of the complex would indeed be 60 feet. For clarification, the report (page 3 of the Environmental Assessment) has been changed to say that the 101.5-foot-high freeway-oriented sign would be attached to the building facade.
- 13 Comment acknowledged. The location map (Figure 1) has been updated.
- 14 This comment does not address an issue identified in the environmental document. The commentator's organization has been added to the public interest list, to receive all environmental reports for redevelopment projects located within the Mid-City Communities Planning Area. In order to allow others who wished to comment on this draft FONSI/MND, the public comment period was extended 21 days to November 9, 1999.

LETTERS OF COMMENT

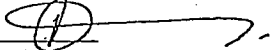
RESPONSES TO COMMENTS

City Heights Area Planning Committee

City Heights Area Planning Committee

November 2, 1999

MEMORANDUM FOR: Mr. Lawrence C. Monserrate
Environmental Review Manager

From: Jim Varnadore, Chair 

Subj: Draft Declaration in the case of LDR 99-0565

1. The Committee reviewed the draft declaration and agreed to offer no environmental comment. The Committee noted the following errors in the draft:

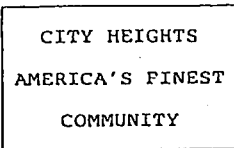
- 15 On page 2, next to last paragraph, and at the bottom of page 7, and in the middle of page 19, and at the last bullet on page 21 there is some discussion of a police storefront to be co-located at the project site. This community has not approved the presence of a police storefront, and likely will not.
- 16 The remark on page 19 about imagined benefits of a police facility to the immediate neighborhood, and the impact level entry on page 7 should be removed. Properly assessed and taking account of all impacts, police facilities nearly never benefit surrounding areas.
- 17 On page 2 the last paragraph correctly notes that variances from the Mid-City CP have not been identified. The discussion on page 9, fourth paragraph, should be altered to match page 2.

2. Individual committee members and members of the public at the time of the review made suggestions which the committee thought had merit, but which it urged the individual to offer separately. The committee recommends paying careful attention to comments and suggestions from members of the public.

- 15 According to the applicant, the Police Department is still interested in establishing a storefront office at the RTC facility. The latest plans reduced the size of the police storefront from 1,200 square feet to 546 square feet. The commentator is correct in that the police storefront has not yet been approved by anyone. Considered on its own, the use is permitted by right. However, the entire project will be further reviewed by the community planning committee, Planning Commission, City Council and possibly also the new Redevelopment Project Area Committee during the DDA and MCD/CUP reviews. The statement that the police storefront is not likely to be approved represents an opinion, and no additional response is offered.
- 16 This statement represents an opinion and no response is offered.
- 17 Please see Response No. 9.

02-293148

LETTERS OF COMMENT



Postoffice Box 5859
City Heights CA 92165
September 28, 1999

Mr. Lawrence C. Monserrate
Development Review Center MS-501
1222 First Avenue
San Diego CA 92101

Dear Mr. Monserrate,

18 In a recently issued Environmental Assessment Initial Study for a Land Development Review (99-0565) of the proposed alternative fuel vehicle center at the intersection of Interstate-15 and El Cajon Boulevard, there is a twice made statement that should be removed entirely. At the bottom of page 5 and in the second paragraph of page 9, one reads:

"The Redevelopment Plan is currently undergoing amendments, to incorporate changes to the land use design in the 1998 Update of the Mid-Cities Community Plan; and to extend authority to condemn or otherwise acquire privately owned lands for public redevelopment purposes (James LoBue, Economic Development and Community Services, personal communication)."

The redevelopment plan is not currently undergoing any authorized amendment process of any kind nor is that process likely to begin this year. Amending the plan is the exclusive province of a redevelopment Project Area Committee to be elected in October and presented to the city council for afterward approval. The statement is inaccurate and it is important to remove it.

Sincerely,

James Varnadore
City Heights

cf: Ms. Patricia K. Hightman, Redevelopment Agency

RESPONSES TO COMMENTS

Mr. James Varnadore, City Heights

18 The City's Redevelopment and Revitalization Division office provided the following language in response to this comment:

"For clarification, it is not predetermined that the City will extend the authority to use eminent domain or acquire private land through the City Heights Redevelopment Plan Amendment currently in process. Those issues will be considered and evaluated in public hearings and in meetings of the City Heights Redevelopment Project Area Committee (PAC). A final determination on those issues will be considered by the City Council following full review by the community and PAC."

This clarification has been inserted in the text on Pages 6 and 10 of the document.

LETTERS OF COMMENT



Comments on the "Finding of No Significant Impact/Mitigated Negative Declaration" for the Pearson Ford Regional Transportation Center Dated 9/20/99

- 19 1. A Notice of Preparation was not sent to the El Cajon Boulevard BIA and the Mid-City Transit Interchanges Project. *These organizations have expressed concerns regarding the project, and many of these concerns are not reflected in this Draft.*
- 20 2. Page 2 states "At this time, variances and deviations from the development criteria of the Mid-City Communities Planned District Ordinance have not been identified..." Later, on page 9 it states: "The variations and deviations from strict adherence of the Mid-City Communities Planned District Ordinance development criteria do not represent a significant impact" *How can it be said that variances and deviations have minimal impact if they are not even defined?*
- 21 3. The project would divide the project site into two parcels. *Why is this proposed? What is the net impact on property tax increment?*
- 22 4. The circulation plan calls for bus access from a cul-de-sac at the terminus of Central Avenue. *What are the impacts of enlarging the cul-de-sac from its current 30-ft radius to 45-ft? The Community Plan calls for this site to be part of a "transit-oriented town center" and yet this project ignores the proximity of transit passenger loading facilities a mere 200 ft. away.*
- 23 5. The project results in the elimination of 20 housing units and local-serving service agencies, with no proposed mitigation. *It represents a net loss of employment and housing on the site, whereas the Community Plan calls for the site to be part of a "transit-oriented town center" with "high intensity commercial and mixed residential uses".*
- 24 6. The document twice refers to an update of the Redevelopment Plan (pages 5 and 9), and imputes to City staff the intention to "extend authority to condemn or otherwise acquire privately owned lands for redevelopment purposes" to parcels that currently are not subject to eminent domain. *These statements represent presumptions, not facts, and cannot be used as a basis for finding that the project is in compliance with local plans.*
- 25 7. Page 9: "The adopted 1998 Update of the Mid-City Communities Plan designates the area surrounding the I-15/El Cajon Boulevard Interchange, including the project site, as a transit oriented town center. The Plan recommends that properties within the town center be developed with high intensity commercial and mixed residential uses." *"Although the project is not a transit oriented town center*

RESPONSES TO COMMENTS

The Boulevard (El Cajon Boulevard Business Improvement Association)

- 19 There was no Notice of Preparation (NOP) issued for this project because the environmental processing determination was for a Finding of No Significant Impact (FONSI)/Mitigated Negative Declaration (MND). A NOP is only issued for an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR). The commentator will be added to the mailing list for all future environmental documents associated with redevelopment projects within the Mid City Communities area. Please also see Response No. 14.
- 20 Please see Response No. 9.
- 21 The site is proposed to be divided into two parcels. One parcel comprising the footprint of the educational facility building, to be operated by a non-profit organization, would occupy approximately 1/3 of the total site and would be tax exempt. The other 2/3 of the site (showroom, automobile service bays and pump island portion) would be operated as a commercial facility and would be subject to property tax. As far as tax increment revenue is concerned there would be an increase (despite the set aside for the non-profit entity), because the total value of property on the tax rolls would be larger than current. This is due in part to the incorporation of a large portion of the site, now off the tax rolls because of ownership by CALTRANS, into the commercial development.
- 22 There would not be a significant impact on the environment associated with the enlargement of the cul-de-sac from a 30-foot radius to a 45-foot radius. The current proposal is for student transportation to be provided to the project site primarily by school bus, with the drop off and pick up area using the enlarged cul-de-sac. Student use of public transit to access the educational facility would also be available as an alternative. The statement that the project "ignores the proximity of transit passenger loading facilities a mere 200 feet away" represents an opinion of the commentator. No additional response is offered.
- 23 Residences, as well as businesses and social services agencies who would be displaced due to the project will be physically relocated with assistance from the City of San Diego. A Replacement Housing Plan to replace the units which would be lost due to implementation of this project would be developed and approved by the Redevelopment Development Agency at a public hearing. The project is consistent with the current Mid-City Community Planned District Ordinance (PDO) which designates this site for mixed commercial/residential land uses. The new Mid-City Planned District provisions designed to implement the "transit-oriented town center" land use concept have not yet been adopted.

LETTERS OF COMMENT



Comments on the "Finding of No Significant Impact/Mitigated Negative Declaration" for the Pearson Ford Regional Transportation Center Dated 9/20/99

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RESPONSES TO COMMENTS

24 Please see Response No. 18.

25 The paragraph in question did not identify a significant impact requiring mitigation. The project would not require an amendment to the community plan. The activities proposed in conjunction with the RTC development are consistent with the recommendation of the Mid-City Communities Plan that commercial nodes surrounding freeway interchanges accommodate, among other land uses, retailers requiring large structures and parcels, and gasoline stations with auto repair.

LETTERS OF COMMENT

use, the purpose of the project is to present the concept of AFVs (Alternative Fuel Vehicles) to the public, which would be environmentally beneficial." *There is no correlation made between the stated impact and its stated mitigation; whereas it may be beneficial to present the public with AFVs, this could easily be done in any number of development scenarios, including developments that would conform to the community plan.*

- 26 8. Page 18: Regarding the relocation of the 41st St. Family Resource Center: "The loss of the social services during their relocation would be temporary and not significant." *Who determined this, and how did they arrive at this conclusion?*
- 27 9. Page 25: "Although the project is located in a blighted, low to middle income neighborhood, the proposed redevelopment is intended to create a positive impact on this community by providing the community with a showroom, demonstration and educational facility to introduce AFVs to the public, and a place to hold meetings and cultural events." *How was community benefit assessed? What is the benefit to the community from a showroom for vehicles that the members of the community can not afford, or from an educational facility that serves students from other parts of the County? "Environmental Justice was addressed as to how this project would affect the surrounding community, and it was determined that with the proposed mitigation, monitoring and reporting program, no adverse impacts would occur. Therefore avoidance is not required." What do they mean by "Environmental Justice was addressed"? What effects did they measure? What do they mean by "avoidance is not required"?*
- 29 10. Page 26: *No other alternatives have been considered, despite requests from the community to do so.*
- 30 11. Page 29: *The mitigation measures proposed are unresponsive to the issues raised. Further, key issues that should have been included were not, due to the exclusion of key community groups from the initial public comment process.*
- 31 12. Page 30: "BASIC REASONS FOR SUPPORTING DECISION: The project promotes the objectives of the Mid-City Communities Plan, City Heights Community Plan and City Heights Redevelopment Plan which focus on redevelopment, rehabilitation and revitalization within the project area now symptomatic of blight." *This draft earlier states that this project is in conflict with the land designation of the Community Plan. On what basis do they state that the project "promotes the objectives" of the plans?*

RESPONSES TO COMMENTS

- 26 The City of San Diego is obliged to assist in the relocation of all businesses and services affected by the project, including the 41st Street Family Resource Center. Since this is a requirement the City must fulfill, no significant environmental impact was identified.
- 27 Although the RTC is by nature a facility intended to introduce the concept of alternative fuel vehicles to the San Diego region, it would serve the immediate neighborhood and community as well. For example, the proposed auditorium with its multimedia capabilities could be made available as a community meeting hall, and local students would be welcome to attend educational programs at the facility.
- 28 The phrase "environmental justice" refers to the overall environmental impact of the proposed project on the community. The document acknowledges that mitigating measures are required to address significant impacts associated with noise, light and glare, land use, public health and safety, cultural resources, paleontological resources and public sewer facilities. The applicant has agreed to modify the project and otherwise implement these measures, to reduce all impacts to below a level of significance. The project's impacts with the proposed mitigating measures would not be significant; therefore "avoidance" (for example a design to avoid an impact to a historically significant structure) is not necessary.
- 29 Since an EIR/EIS is not required for the project, consideration of project alternatives for the purpose of this report is not required.
- 30 This comment does not address an issue identified in the environmental document. No response is offered.
- 31 Please see Response No. 25.

293148

LETTERS OF COMMENT

J. W. STUMP
4332 POPLAR AVENUE, SUITE 2
CITY HEIGHTS, CALIFORNIA 92105-4544
(619) 281-7394
Fax: (619) 281-7395

October 7, 1999

Ms. Penelope Culbreth-Graft, Assistant City Manager
City of San Diego
202 C Street
San Diego, CA 92101

RE: DRAFT FONSI/MND (LDR NO: 990565) REGIONAL TRANSPORTATION CENTER (RTC)

Dear Ms. Culbreth-Graft:

- 32 Thank you for the opportunity to comment on the above project before you made a final decision on this matter. Procedurally, I believe the notice is flawed as it does not conform to the distribution and notice procedures adopted by the San Diego City Council for projects in the City Heights Redevelopment Project Area and the ordinances establishing the City Heights, Normal Heights, and Kensington-Talmadge Planning Committees. I believe these documents require adequate notice and consideration of any redevelopment project or significant other project in this location by the three planning groups, the three business associations, the Project Area Committee and NCDC. The Mid City is carefully balanced to provide community participation and someone has dropped the ball in keeping the promises made for notice and participation. I request that the draft be noticed as required and the comment period extended. If we can not keep our promises at home then how can you certify that the City is complying with the Executive Order on Environmental Justice?
- 33 Under this joint Federal and State NEPA/CEQA study, the City has a responsibility to consider the cumulative impacts of their projects within the context of other governmental projects known to you. The City, City Schools, the San Diego Redevelopment Agency and CALTRANS have agreements concerning significant projects in the City Heights area. I request that the City and the San Diego Redevelopment Agency notice these agencies of this project and then include in your analysis all the new projects proposed for this same area and same immediate time frame by these agencies. Particular attention should be taken to those projects considered by the San Diego City Council the week of September 13, 1999. Please review and include in the analysis the known plans of other governmental agencies for the area and the City Heights Redevelopment Project plan and its Environmental Impact Reports (EIR) and related documents. How can you conclude that there are no impacts on schools without including them in the list of agencies noticed on pages 9 and 10? Specific additional concerns and comments follow:
- 34 1. Transportation/Traffic: The City Heights road system is already at level D and E and your plan proposes to add major facilities along and about El Cajon Boulevard without considering traffic impacts on University Avenue. Please perform an analysis of the cumulative impacts of known project. City Heights is a pedestrian area with major Bus routes; so please include pedestrian, bicycle, and bus and school routes in your study. Parking is very limited in the area and fully used by adjacent businesses and residents. Your study must more fully study impacts on parking, particularly by parents and visitors. Are parking meters going to be installed at the location? Why have a Police Community Store front with only one parking space? Who is walking the police or the community? Why only one disabled parking spot?
- 35 2. Air Quality: The cumulative air quality impacts need study. The operation of the eight lane SR-15 freeway has already required special air conditioning and air quality monitors for Central School (2 blocks from the project site). The study should include air quality impacts on sensitive receptors-children based on this freeway. Air quality base line measurements should be made at Mid City sites and not extrapolated from the Downtown shore line site.
- 36 3. Noise: The cumulative noise impacts need study. The operation of the eight lane SR-15 freeway has already required special window baffles and sound walls for Central School (2 blocks from the

RESPONSES TO COMMENTS

Mr. J. W. Stump, Esquire

- 32 Please see Response No. 14.
- 33 The effects of the project do not exceed thresholds established to conclude that it would result in cumulative impacts. Therefore, no cumulative impact analysis was provided. As explained in Response No. 28, the significant direct impacts associated with the original project were reduced to below a significant level by means of project redesign and adoption of a mitigation, monitoring and reporting program. The slight reduction in the number of students attending schools resulting from displacement is not considered significant.
- 34 The study area was developed using guidelines contained in the City's Traffic Impact Study Manual (July 1998). Staff determined that a focused study was appropriate given the size of the project and the potential traffic generation. The focused traffic study includes the project site access points, adjacent intersections and the nearest signalized intersections. The project trip assignment shows that the project will have an insignificant effect on University Avenue (less than 50 vehicles per peak hour in the peak direction).
- The traffic study is based on the buildout travel demand forecast on surface streets in the area contained in the Mid-City community plan. The forecast volumes on Interstate 15 were taken from the 2015 Series 8 travel demand forecast prepared by SANDAG. These forecasts represent the best information available for addressing cumulative impacts from projects in the area as it assumes full buildout of the area under existing zoning.
- Existing bus stops will be maintained. The project will provide improvements to the abutting sidewalks which will enhance pedestrian circulation. The project maintains the existing pedestrian and bike link between El Cajon Boulevard and the future park deck over I-15. The project will not have any effect on bicycle travel or school access.
- As discussed on Page 13 of the traffic study, the project adequately provides parking for the project. Parking demand in the area will experience a net decrease as compared to existing conditions because the existing uses which now use on-street parking (e.g. counseling centers) will be replaced by the proposed project which will provide parking on-site.

LETTERS OF COMMENT

RESPONSES TO COMMENTS

J. W. STUMP
4211 POPLAR AVENUE, SUITE 2
CITY HEIGHTS, CALIFORNIA 92105-4544
(619) 281-7394
Fax: (619) 281-7395

October 7, 1999

Ms. Penelope Culbreth-Graft, Assistant City Manager
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202 C Street
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36 3. Noise: The cumulative noise impacts need study. The operation of the eight lane SR-15 freeway has already required special window baffles and sound walls for Central School (2 blocks from the

35 The nearest monitoring station to City Heights maintained by the San Diego County Air Pollution Control District is at its downtown monitoring station at 330A 12th Avenue. This is the most logical site to extrapolate long-term baseline air quality data. However, the study also references microscale air pollution "hot spot" analyses conducted for the I-15 extension through City Heights in 1993 and 1995 for CALTRANS. The 1993-95 study concluded that microscale [carbon monoxide] (CO) would not occur beyond the [freeway] right-of-way at any cut and cover structure segments. Although the microscale air pollution analyses were conducted some distance away, it is safe to assume that significantly adverse "hot spot" CO pollution would not occur at the project site. On-site CO exposure measurements provided in the air quality impact study for the RTC site are 5.0 parts per million (PPM) or 25 percent of the 20.0 ppm standard for one-hour exposure, and 3.2 ppm or 36 percent of the 9.0 ppm standard for an eight-hour exposure. Therefore, air quality impacts affecting the project are not significant and a cumulative impact analysis is not warranted.

36 The noise study for this project referenced a CALTRANS noise analysis conducted in 1993 for year 2020 traffic on I-15. The study concluded that with the freeway roadway being depressed below ground surface level and construction of the six-foot soundwall along the westerly property line by CALTRANS, no significant impacts associated with traffic noise is anticipated. Therefore, a cumulative impact analysis is not warranted.

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LETTERS OF COMMENT

- project site). Given the installation of these devices new sound contours should be developed based on the freeway with 12 foot sound walls operating at projected levels.
- 37 4. Americans with Disabilities Act (ADA): Review of the notice's site plan demonstrates that it only has one planned curb cut and no markings for the visually impaired. Please add curb cuts to the expanded Cul de Sac and the East project curb. Delineation lines should be added to all driveways. Audible signals should be provided at the crossing to the I-15 freeway and El Cajon Boulevard. Traffic, electrical, and irrigation control boxes should not be placed in the path of travel. Are any special features being included in the RTC for the disabled and visually impaired?
- 38 5. Fire Access: Your site plan seems to cut off the alley for the remaining properties on this block. How is fire service to be provided to the residential properties behind this fuel center?
- 39 6. Socioeconomic/Population/Housing: Your notice identifies that this project will displace significant numbers of persons from their homes; but states that the replacement housing plan will be developed to address these forced relocations. WHEN? The City has already displaced some 1,000 persons from their homes in City Heights and each time the mitigation was the same promise. Please include information on the cumulative impacts on population and housing for the recent and planned City projects, Proposition MM and A schools and other known projects.
- 40 7. Hydrology/Water Quality: Your study identifies that although the City Heights area is urbanized but it is also the top part of two major water sheds-both the San Diego River and Chollas Creek water sheds. The cumulative impacts of the run off to these water sheds for this project and those other known projects of others must be studied. Past studies of the Chollas Canyon and SR-15 freeway have identified sensitive plant and animal species in these water sheds and neighborhood canyons. Study of the cumulative impacts of this project, the seven City Heights Proposition MM and A schools and other know projects is needed because when these projects are taken as a whole the impacts must be significant. The run off from this fuel station is stated as being handled by the storm drain system. What storm drain system is being talked about? My understanding is that storm waters from this project go directly into Chollas Creek and thus the San Diego Bay without any treatment.
- 41 8. Employment and Income Patterns: Your notice makes a nude statement that this project will help to improve and revitalize this blighted area. HOW? In that this project is funded by HUD, I request that you develop a specific plan to insure that low income persons from the area benefit from construction and operation of this HUD funded project consistent with Section 3 of the HUD enabling legislation.
- Section 3 of the Housing and Urban Development Act of 1968 states: "To ensure that employment and other economic opportunities generated by certain HUD financial assistance shall, to the greatest extent feasible, and consistent with existing Federal, State and local laws and regulations, be directed to low and very low-income persons, particularly those who are recipients of government assistance for housing, and to business concerns which provide economic opportunities to low and very-low income persons."

42 You personally annually certify that the City of San Diego will comply with Section 3, the Community Participation requirements of COBG, and the Anti-displacement and Relocation Plan requirements of HUD in the City of San Diego's Consolidated Plan, to HUD. Please review these commitments and consider a fresh new beginning with a more active Section 3 and replacement housing program with this project.

I look forward to receiving your written responses to these comments and requests. Please forward this letter with any future documents you prepare and submit to HUD and to the projects developers.

Sincerely,

J. W. Stump, Esquire

cc: HUD and Project Developers via City of San Diego
Land Develop Review Division of the City of San Diego

RESPONSES TO COMMENTS

- 37 The disability access plan indicates that all entrances to the building would be fully handicap-accessible. Wheelchair ramps not exceeding 5 percent grade would be provided around the north and west sides of the showroom, with a linkage along the easterly side of the building connecting with the handicapped parking space. Two pedestrian ramps would lead from the passenger drop-off area to the educational center, with additional ramps proposed to access the demonstration kiosk and service bays. The provision of one handicapped parking space meets the City's parking requirement for a facility of this size. The plans are in conformance with all mandated codes for disabled access, specifically State of California Title 24, "American National Standard for Buildings and Facilities Providing Accessibility and Usability for Physically Handicapped People."
- 38 The preliminary concept plan shows a fire lane that would connect the north-south alley to 41st Street, just south of the proposed service center.
- 39 Approximately 40 persons would be displaced by the project. Providing a cumulative analysis of displacement of everyone in City Heights is not warranted, due to the relatively small number of people being affected by this project. Please also see Response No. 23.
- 40 The project will employ Best Management Practices (BMPs) to the extent possible, to preclude urban runoff contamination from occurring. The automobile service facility would implement a Business Plan, approved by the County Department of Environmental Health, Hazardous Materials Management Division and the Air Pollution Control District, to ensure the proper storage and disposal of oil, transmission fluid and other hazardous materials. The small scale of the project (the threshold is generally five acres or more in size) does not warrant a cumulative impact analysis for hydrology/water quality.
- 41 The project would provide employment opportunities in the automobile sales and service field as well as educational opportunities related to alternative fuel vehicles. This could stimulate further economic investment in the area. The project must meet all requirements and terms of HUD.
- 42 Please see Response No. 41.

LETTERS OF COMMENT



San Diego County Archaeological Society

Environmental Review Committee

2 October 1999

To: Ms. Jeanne Krosch
Land Development Review Division
Planning and Development Review Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Finding of No Significant Impact/Mitigated negative Declaration
Regional Transportation Center
LDR No. 99-0565

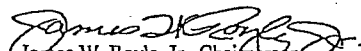
Dear Ms. Krosch:

I have reviewed the subject Draft FONSI/MND on behalf of this committee of the San Diego County Archaeological Society.

43 Based on the information contained in the FONSI/MND and the Historic Properties Survey Report for the project, we agree that the project should have no significant impacts to cultural resources, and that no mitigation measures are necessary.

SDCAS appreciates being provided this opportunity to participate in the public review of this project's environmental impacts.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: ASM Affiliates
SDCAS President
File

293148

RESPONSES TO COMMENTS

San Diego County Archaeological Society

43 Comment acknowledged.

RESPONSES TO COMMENTS

LETTERS OF COMMENT

State Clearinghouse Closing Letter



Gray Davis
GOVERNOR

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse

STREET ADDRESS: 1400 TENTH STREET ROOM 222 SACRAMENTO, CALIFORNIA 95834
MAILING ADDRESS: P.O. BOX 3044 SACRAMENTO, CA 95832-3044
916-443-0613 FAX 916-323-3013 www.opr.ca.gov/clearinghouse.html



Loretta Lynch
DIRECTOR

October 20, 1999

Jeanne Krosch
City of San Diego
1222 FIRST AVENUE
MS-501
San Diego, CA 92101

Subject: Regional Transportation Center for Alternative Fuel Vehicles
SCH#: 99091092

Dear Jeanne Krosch:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 19, 1999, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's eight-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

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This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 443-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

44 Closing Letter acknowledged.

LETTERS OF COMMENT

Document Details Report State Clearinghouse Data Base

SCH# 99091092
Project Title Regional Transportation Center for Alternative Fuel Vehicles
Lead Agency San Diego, City of

Type neg Negative Declaration
Description Approval (LDR No. 99-0565) of disposition development agreement (DDA); Approval of housing and urban development (HUD) section 108 loan guarantee and economic development initiative (EDI) program funding from fiscal year 2000 totalling approximately \$3,520,000, and development plans which include an alternative fuel vehicle showroom, a classroom for up to 50 students, and auditorium and orientation room, an AFV repair center, an AFV dispensing station and a demonstration kiosk.

Lead Agency Contact

Name Jeanne Krosch
Agency City of San Diego
Phone 619-236-6301 **Fax**
email
Address 1222 FIRST AVENUE
 MS-501
City San Diego **State** CA **Zip** 92101

Project Location

County San Diego
City San Diego
Region
Cross Streets 41st St and El Cajon Blvd
Parcel No. 454-742-02
Township **Range** **Section** **Base**

Proximity to:

Highways I-15, SR-15
Airports
Railways
Waterways
Schools Hoover High School
Land Use Commercial/residential mix/mid city PDD CN-, CL-1T(commercial)

Project Issues Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Public Services; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Water Supply; Landuse; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 11; Integrated Waste Management Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; State Lands Commission

Date Received 09/20/1999 **Start of Review** 09/20/1999 **End of Review** 10/19/1999

Note: Blanks in data fields result from insufficient information provided by lead agency.

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City of San Diego
Planning and Development Review Department
LAND DEVELOPMENT REVIEW DIVISION
Development Review Center, MS-501
1222 First Avenue
San Diego, CA 92101
(619) 446-5460

ENVIRONMENTAL ASSESSMENT (NEPA/HUD)
INITIAL STUDY (CEQA)
LDR No. 99-0565
SCH No 99091092
REVISED March 10, 2000

SUBJECT: Regional Transportation Center (RTC). APPROVAL (LDR No. 99-0565) of DISPOSITION DEVELOPMENT AGREEMENT (DDA); MID-CITY DEVELOPMENT PERMIT (MCD), CONDITIONAL USE PERMIT (CUP), VARIANCES and DEVIATIONS from the Mid-City Communities Planned District Ordinance; a TENTATIVE MAP and STREET ACTION, to divide the project site into two parcels and to vacate an alley; and an ENCROACHMENT REMOVAL AGREEMENT, a PUBLIC IMPROVEMENT PERMIT and EASEMENTS, to relocate water and sewer lines and improve El Cajon Boulevard. A DDA is required because the property is under multiple ownership. RELEASE OF HOUSING AND URBAN DEVELOPMENT (HUD) SECTION 108 LOAN GUARANTEE and ECONOMIC DEVELOPMENT INITIATIVE (EDI) PROGRAM FUNDING totaling \$3,520,000 from the 2000 and 2001 Twenty-Sixth and Twenty-Seventh Entitlement Program Years, respectively. The project proposes to develop a 1.39-acre site with a 29,404- 24,864-square-foot Regional Transit Center (RTC) complex with on-site parking for 64 cars. The purpose of the project is to introduce the concept of Alternative Fuel Vehicles (AFV) to the public. Conceptual plans for the facility include an AFV educational center comprising an auditorium and orientation room, a AFV showroom and an AFV repair center within the building, with an alternative refueling station and demonstration kiosk located on the eastern portion of the site. A police storefront facility is also proposed. The project site is located on the southwest corner of El Cajon Boulevard and 41st Street, north of the terminus of Central Avenue and east of the Interstate 15 Freeway/El Cajon Boulevard northbound off-ramp, in the City Heights Community of the Mid-City Communities Planning Area. Mid-City Communities Planned District CN-1 (commercial node), CL-1 (commercial linear), CL-1T (commercial linear residential transition) and MR1000B Zone (multiple-family residential, maximum density of 43 dwelling units per acre [du/ac][up to 54 du/ac on lots 10,000 square feet in size or larger]). (Lots 39-48, Block 27, Teralta Resubdivision of Blocks K and L, Map No. 1037; Portion of I-15 Freeway right-of-way, portion of an alley to be closed). Applicants: Pearson Ford and the San Diego Redevelopment Agency.

I. PURPOSE AND MAIN FEATURES:

Note: Since the issuance of the Final Finding of No Significant Impact/Mitigated Negative Declaration (FONSI/MND) for this project, the applicant has submitted revised plans that modified the project design

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substantially. The second level of office space is now eliminated and replaced with enclosed parking. Total on-site parking would be increased from 29 spaces to 64 spaces. Although the building footprint would be enlarged slightly, total usable space would be reduced from 29,404 square feet to 24,864 square feet, a reduction of 4,540 square feet. The project revisions would result in similar or lessened impacts as compared with the original submittal. Therefore, recirculation of the FONSI/MND for public review is not required. Please note that although the Purpose and Main Features section of this report have been revised, the conclusions of the environmental analysis remain unchanged.

This environmental analysis is based on a set of conceptual development plans submitted with the Disposition Development Agreement (DDA). Following action on the DDA, the applicant will formally submit applications and accompanying detailed drawings and other materials for the Mid-City Development Permit (MCD), Conditional Use Permit (CUP), Variances and Deviations from the Mid-City Communities Planned District Ordinance; a Tentative Map, Street Action, Encroachment Removal Agreement, a Public Improvement Permit and Easements, all to be considered at a subsequent public hearing. Implementation of the project would also involve federal funding. Consequently, prior to the release of federal funds, this combined California Environmental Quality Act /National Environmental Policy Act (CEQA/NEPA) document was prepared, to satisfy requirements of the Housing and Urban Development (HUD) Department and other federal agencies. The project site contains two structures that exceed 45 years of age. Therefore, clearance from the California State of Historic Preservation Office (SHPO) is required before issuance of the draft CEQA/NEPA document. No objections were received from SHPO as of September 17, 1999, the end of the 30-day reply period. This MND/FONSI is intended to address all anticipated environmental issues associated with the MCD Permit, CUP and the other discretionary actions listed above, based on the preliminary concept plans and technical reports submitted to date.

In summary, the elements of the project covered by this MND/FONSI involve the following actions by the City Council:

- Phase 1: Approval of a Disposition Development Agreement (DDA), in order to acquire land pursuant to the Redevelopment Act from multiple land owners (approval by the City Council acting as the Redevelopment Agency Board);
- Phase 2: Approval of a Mid-City Development Permit (MCD), Conditional Use Permit (CUP), Variances and Deviations from the Mid-City Communities Planned District Ordinance; a Tentative Map and Street Action; an Encroachment Removal Agreement, a Public Improvement Plan and Easements; and Release of Housing and Urban Development (HUD) Section 108 Loan Guarantee and Economic Development Initiative (EDI) Program Funding. All these actions would require a recommendation by the Planning Commission before a subsequent hearing by the City Council (Process 5). An encroachment permit issued by the State of California Department of Transportation (CALTRANS) will also be required.

The purpose of the project is to introduce the concept of Alternative Fuel Vehicles (AFV) to the public. The project proposes to develop a 1.39-acre site with a ~~29,404~~ 24,864-square-foot Regional Transit Center (RTC) complex, which would serve as a demonstration and service facility for AFVs. The facility would include an educational center comprising an auditorium and orientation room, an AFV showroom and an AFV repair center. A freestanding canopied six-pod alternative refueling station and a demonstration exhibit kiosk would be located on the eastern portion of the site. The proposal also includes a police storefront facility. (Please see Figures 2, 3 and 4).

The MCD Permit would control the physical development of the project. At this time, the following variances and deviations from the development criteria of the Mid-City Communities Planned District Ordinance have been identified:

- 1) a floor area ratio (FAR) exception of 0.53 where a maximum 0.50 FAR is permitted;
- 2) a variance, to allow a height of 61 feet for the canopy structure and attached sign along the El Cajon Boulevard frontage where a maximum height of 48 feet for a street wall; and
- 3) additional variances for the kiosk, roof overhangs and balconies.

Additional details will be provided at the time of consideration of the MCD Permit and CUP.

The CUP is necessary to cover the design and operational aspects of the educational facility, automobile repair shop and the alternative refueling station. The educational facility would accommodate a maximum of 50 students at a time, up to three times a day. The students would be transported to the facility by bus, to be dropped off and picked up at the proposed main entrance located on the cul-de-sac end of Central Avenue.

The proposed Tentative Map would divide the project site into two parcels, to separate the non-profit educational center from the for-profit AFV showroom and service facility. The Street Action, Encroachment Removal Agreement, Public Improvement Permit and Easements are the means for closing the existing alley segment within the project site, relocating water and sewer lines and providing for necessary public improvements to El Cajon Boulevard and 41st Street.

The AFV repair center would perform "minor" repairs and services occupying six service bays. These activities would include oil and other fluid and filter changes, coolant flushes, general maintenance, brake jobs, shock/strut and tire replacement, and battery service. Major repair jobs such as engine rebuilding, transmission repair and collision bodyshop work would be prohibited on-site and would be referred to Pearson Ford's headquarters at 4300 El Cajon Boulevard, about 0.25 mile away. After noise and light/glare issues were raised about the initial project design, plans now show the service bays oriented to the east toward 41st Street. Proposed hours of operation for the AFV repair center requested originally were from 7:00 a.m. to 10:00 p.m. In response to noise and glare issues,

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the AFV repair center is now proposed to operate from 7:00 a.m. to 7:00 p.m., six days a week (Monday through Saturday).

The alternative refueling station would offer three kinds of alternative fuels: compressed natural gas (CNG), liquefied propane gas (LPG) and ethanol (E-85). Petroleum would be available to fuel Bi-Fuel, Flex-Fuel and conventional automobiles. Additionally, electrical recharging stations would be available for electrical vehicles (EVs). Proposed hours of operation for the alternative refueling station are 24 hours a day, seven days a week.

Operating hours for the showroom are proposed to be from 7:00 a.m. to 9:00 p.m. daily. The educational facility would also be open from 7:00 a.m. to 9:00 p.m., Monday to Friday, with the option for occasional Saturday and Sunday operation.

Conceptual elevations for the project indicate a "retro" 1950s style combined with a 21st Century high-tech look employing considerable glass, with split-face concrete masonry, stucco and aluminum elements. (Please see Figures 5 and 6). Height of the main building's roof line would be 60 feet. Approval of the building design would require approval of deviations and variances from the development criteria of the Mid-City Communities Planned District Ordinance and Zoning Code requirements.

Although a detailed sign program was not submitted with the project, elevations indicate two identification signs. One would be a freeway-oriented sign 101.5 feet in height attached to the building façade, and the other, a 61-foot sign, cantilevered from the AFV fueling pod canopy facing El Cajon Boulevard.

The circulation plan indicates that access would be taken from a passenger drop off from the cul-de-sac end of Central Avenue, a 24-foot driveway off El Cajon Boulevard and two 24-foot driveways off 41st Street. The Central Avenue cul-de-sac would be enlarged to a radius of 45 feet, to accommodate the passenger drop off area for school buses bringing students to the educational center, and to provide for parking. The existing north-south alley through the project site is proposed to be closed and a fire lane extended easterly exiting onto 41st Street near the southerly property line. The disability access plan indicates a ramp system accessing the main entrance from the bus drop off; and the showroom, repair shop and demonstration kiosk from the parking area, in satisfaction of American Disabilities Act (ADA) requirements. Maximum ramp grade would be five percent.

The project proposes to provide 29 64 off-street parking spaces. Of these spaces, 47 62 would be standard size, 11 would be compact spaces and one two spaces would be reserved for the handicapped. Five of the spaces would be located opposite the drop-off area at the enlarged cul-de-sac end of Central Avenue. The educational facility is anticipated to accommodate a maximum of 50 students during three field trip sessions per weekday. Since the students would be transported to and from the facility by bus, no student parking is required. The project also proposes to provide shuttle service for clients between the RTC and the existing Pearson Ford dealership 0.25 mile away.

Preliminary grading plans indicate 350 cubic yards of cut and 1,200 cubic yards of fill, for a total import of 850 cubic yards. Existing six-inch sewer and eight-inch water lines located beneath the alley proposed for closure would be relocated to the east within a new 24-foot-wide easement underneath a fully paved driveway. The location and the amount of off-site excavation associated with the relocation of the water and sewer lines have not been established at this time.

The fuel system site plan indicates that a 20,000-gallon, three-compartment underground storage tank would be located just south of the fuel island. The tank would contain conventional fuels and ethanol; each compartment would be fitted with a vent pipe. Additionally, a 1,000-gallon propane tank and a compressed natural gas skid would each be mounted above grade on canopy support columns. Plans also indicate the use and storage of oils, antifreeze/coolant, miscellaneous greases and lubricants for the AFV service bays.

The landscape concept plan indicates the use of 24-inch-box evergreen street trees along Central Avenue and 41st street, such as bottle tree, lemon bottle brush and coast tea tree; 24-inch- and 36-inch box accent trees around the buildings and parking areas such as jacaranda, crape myrtle, flowering plum and tipu tree; palms, including Phoenix date palm and California fan palm; and such screening trees as red iron bark and hybrid crape myrtle. A variety of shrubs and groundcover is also proposed. Landscaping is also proposed to be installed along El Cajon Boulevard in a design consistent with landscaping improvements already installed in the surrounding community. All landscape and irrigation would conform to the standards of the City-Wide Landscape Regulations, the *Landscape Technical Manual*, the Mid-City Communities Planned District Ordinance and the *Guidelines for Automobile Service Stations* for landscape design.

II. ENVIRONMENTAL SETTING:

The 1.39-acre RTC project site is located on the southwest corner of El Cajon Boulevard and 41st Street, north of the terminus of Central Avenue and east of the Interstate 15 Freeway/El Cajon Boulevard off ramp, in the City Heights Community of the Mid-City Communities Planning Area. (Please see Figure 1). The westerly half of the site has been cleared as a result of the construction of the I-15 Freeway; the remainder of the site is developed with the San Diego Choice Program, a private educational facility, with a low-intensity mix of social agencies, some empty retail space, with offices and single- and multiple-family residences located along 41st Street. Zoning is Mid-City Communities Planned District CN-1 (commercial node), CL-1 (commercial linear), CL-1T (commercial linear residential transition) Zones and MR1000B Zone (multiple-family residential, maximum density of 43 dwelling units per acre [du/ac][up to 54 du/ac on lots 10,000 square feet in size or larger]). The adopted 1998 Update of the Mid-City Communities Plan designates the area surrounding the I-15/El Cajon Boulevard interchange, including the project site, as a transit-oriented town center. The Plan recommends that properties within the town center be developed with high intensity commercial and mixed residential uses.

Surrounding development and zoning consist of the I-15 Freeway currently under construction (opened for traffic January 14, 2000) to the west in the CN-1, CN-1T (commercial node residential transition) and MR1000B Zones; commercial retail

uses across El Cajon Boulevard to the north in the CN-1, CL-1 and CL-1T Zones; commercial retail uses along the El Cajon Boulevard frontage in the CL-1 and CL-1T Zones and a mix of single- and multiple-family residences in the to the east; and a mix of single- and multiple-family residences in the MR1000B Zone to the south.

Note: When the Land Development Code Update becomes effective for planned development ordinances (anticipated before the end of 2000), zoning is proposed to be changed from CN-1 and CL-1 to CC-5-9 (pedestrian-oriented general commercial, maximum residential density of 73 dwelling units per acre [du/ac]; and from CL-1T, CN-1T and MR1000B to CT-5-9 (pedestrian-oriented general commercial residential transition, maximum of 73 du/ac).

The project site lies within the 2,000-acre City Heights Redevelopment Project area. The Redevelopment Plan is currently undergoing amendments, to incorporate changes to the land use design in the 1998 Update of the Mid-City Communities Plan; and to extend authority to condemn or otherwise acquire privately owned lands for public redevelopment purposes (James LoBue, Economic Development and Community Services, personal communication).

Note: For clarification, it is not predetermined that the City will extend the authority to use eminent domain or acquire private land through the City Heights Redevelopment Plan Amendment currently in process. Those issues will be considered and evaluated in public hearings and in meetings of the City Heights Redevelopment Project Area Committee (PAC). A final determination on those issues will be considered by the City Council following full review by the community and PAC.

III. ENVIRONMENTAL ASSESSMENT CHECKLIST:

The Environmental Assessment Checklist is designed to identify the potential for significant environmental impacts which could be associated with a project. All determinations are explained in Section IV.

	<u>IMPACT LEVELS</u>				
	(1)	(2)	(3)	(4)	(5)
<u>IMPACT CATEGORIES</u>					
1. LAND DEVELOPMENT					
Conformance With Comprehensive Plans and Zoning	•				
Compatibility and Urban Impact				•	
Slope	•				
Erosion	•				
Soil Suitability	•				
Hazards and Nuisances, Including Site Safety				•	
Energy Consumption	•				
2. NOISE					
Effects of Ambient Noise on Project and Contribution to Community Noise Levels				•	
3. AIR QUALITY					
Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels				•	

-
- (1) No Impact Anticipated
 - (2) Potentially Beneficial
 - (3) Potentially Adverse
 - (4) Requires Mitigation
 - (5) Requires Project Modification

IMPACT CATEGORIES

IMPACT LEVELS

(1) (2) (3) (4) (5)

4. ENVIRONMENTAL DESIGN AND HISTORIC VALUES

Visual Quality -
Coherence, Diversity,
Compatible Use, and Scale

•

Historic, Cultural and
Archaeological Resources

•

5. SOCIOECONOMIC

Demographic Character Changes

•

Displacement

•

Employment and
Income Patterns

•

6. COMMUNITY FACILITIES AND SERVICES

Educational Facilities

•

Commercial Facilities

•

Health Care

•

Social Services

•

Solid Waste

•

Storm Water

•

Waste Water

•

Water Supply

•

6. COMMUNITY FACILITIES AND SERVICES (CONTINUED)

Public Safety

Police

•

-
- (1) No Impact Anticipated
 - (2) Potentially Beneficial
 - (3) Potentially Adverse
 - (4) Requires Mitigation
 - (5) Requires Project Modification

IMPACT CATEGORIES

IMPACT LEVELS

(1) (2) (3) (4) (5)

Fire	•				
Emergency Medical	•				
Open Space and Recreation					
Open Space	•				
Recreation	•				
Cultural Facilities		•			
Transportation			•		
7. NATURAL FEATURES					
Water Resources	•				
Surface Water	•				
Floodplains	•				
Wetlands	•				
Coastal Zone	•				
Unique Natural Features and Agricultural Lands (Paleontology)				•	

-
- (1) No Impact Anticipated
(2) Potentially Beneficial
(3) Potentially Adverse
(4) Requires Mitigation
(5) Requires Project Modification

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IV. ENVIRONMENTAL ASSESSMENT DISCUSSION:

1. LAND DEVELOPMENT

Conformance with Comprehensive Plans and Zoning - Impact Level 1

The adopted 1998 Update of the Mid-City Communities Plan designates the area surrounding the I-15/El Cajon Boulevard interchange, including the project site, as a transit-oriented town center. The Plan recommends that properties within the town center be developed with high intensity commercial and mixed residential uses. Zoning is Mid-City Communities Planned District CN-1 (commercial node), CL-1 (commercial linear), CL-1T (commercial linear residential transition) and MR1000B (Multiple-Family Residential) Zones.

The project site lies within the 2,000-acre City Heights Redevelopment Project area. The Redevelopment Plan is currently undergoing an amendment, to incorporate changes to the land use design in the 1998 Update of the Mid-City Communities Plan; and to extend authority to condemn or otherwise acquire privately owned lands for public redevelopment purposes (James LoBue, Economic Development and Community Services, personal communication).

Note: For clarification, it is not predetermined that the City will extend the authority to use eminent domain or acquire private land through the City Heights Redevelopment Plan Amendment currently in process. Those issues will be considered and evaluated in public hearings and in meetings of the City Heights Redevelopment Project Area Committee (PAC). A final determination on those issues will be considered by the City Council following full review by the community and PAC.

When the Land Development Code Update becomes effective for planned district ordinances (anticipated before the end of 2000), zoning is proposed to be changed from CN-1 and CL-1 to CC-5-9 (pedestrian-oriented general commercial, maximum residential density of 73 dwelling units per acre [du/ac]; and from CL-1T, CN-1T and MR1000B to CT-5-9 (pedestrian-oriented general commercial residential transition, maximum of 73 du/ac).

The adopted 1998 Update of the Mid-City Communities Plan designates the area surrounding the I-15/El Cajon Boulevard interchange, including the project site, as a transit-oriented town center. The Plan recommends that properties within the town center be developed with high intensity commercial and mixed residential uses. Although the project is not a transit-oriented town center use, the purpose of the project is to present the concept of AFVs to the public, which would be environmentally beneficial. The variances and deviations from strict adherence of the Mid-City Communities Planned District Ordinance development criteria would not represent a significant impact.

Impact with Project Revisions: Essentially Unchanged.

2/1/95

Compatibility and Urban Impact - Impact Level 4

The project has the potential of creating significant impacts associated with light and glare. The original design showed the service bays oriented toward residences located to the south, and the alternative refueling station located near 41st Street, would also be near residences. The approximate distance between the service bays and the nearest residences south of the project site would have been 30 feet, and residences across 41st Street from the alternative refueling station would be about 90 feet away. The hours of operation proposed originally for the service bays were from 7:00 a.m. to 10:00 p.m., seven days a week; for the alternative refueling station, hours of operation would be 24 hours a day, seven days a week. During non-daylight hours, automobile headlights would shine directly onto residences, especially from the alternative refueling station.

Additionally, since there were no night lighting plans submitted with the project, it could not be determined if security lighting could shine onto adjacent property. This lighting combined with the effect of headlights would be considered to be a significant light and glare impact. Although there could be a substantial amount of light emanating from the showroom due to the considerable amount of glass indicated on the building elevations, virtually all of the showroom windows would be oriented toward El Cajon Boulevard, where the light/glare impact would not be significant.

The proposed six-foot sound attenuation block wall along the southerly property line would partially address the impact of light and glare on the first floor of adjacent residences. Additionally, the applicant has redesigned the service bays so that they are now oriented easterly toward 41st Street (Please see Figure 3). However, to reduce the impact to below a significant level, the applicant has agreed to the following additional measures:

1. Before discretionary action on the MCD Permit and CUP can occur, the applicant shall submit a lighting plan to the City Planning and Development Review Department that assures that light does not shine onto adjacent properties, satisfactory to the City Manager.
2. As a condition of the MCD Permit and CUP, the hours of operation for the automobile service and repair facility shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday.

As originally designed, the project would have resulted in a conflict with environmental land use goals. There would have been a noise impact associated with such devices as compressed air wrenches used for tire changes and brake jobs (Please see discussion under Noise Quality, below). Additionally, as discussed under Light and Glare there would have been impacts associated with automobile headlights, and, if no limits are imposed, the outdoor security lighting could have affected adjacent properties. These noise and glare impacts were also considered urban impacts, due to the inherent conflict with adjacent residential uses. The

applicant has agreed to implementation of mitigation measures that involved a project redesign to reorient the service bays (already incorporated into the project), submission of a lighting plan that adequately addresses off-site impacts, and limitation of operating hours. These project modifications addressing Noise and Light/Glare effects would reduce the urban impact to below a significant level and achieve land use compatibility.

Impact with Project Revisions: Essentially Unchanged.

Slope - Impact Level 1

The project site has been previously graded with a slope gradient of less than ten percent. No impact.

Erosion - Impact Level 1

The project site consists of soils classified as Urban Land (Ur) by the *USDA Soil Survey - San Diego Area, California* (Soils Sheet No. 63). This soil classification is generally assigned to soils in urbanized areas that have not been rated for erodibility, but are generally considered to be stable. No impact.

Soil Suitability - Impact Level 1

The project site consists of soils classified as Urban Land (Ur) by the *USDA Soil Survey - San Diego Area, California* (Soils Sheet No. 63). This soil classification is generally stable and suitable for urban land uses and does not pose a significant risk for liquefaction, lurching and subsidence. Adherence to standard engineering and design practices would avoid any potential impacts.

Hazards, Nuisances, and Site Safety - Impact Level 4

The fuel system site plan for the RTC project indicates that a 20,000-gallon, three-compartment underground storage tank would be located just south of the fuel island for the alternative refueling station. The tank would contain conventional fuels and ethanol; each compartment would be fitted with a vent pipe. Additionally, a 1,000-gallon propane tank and a compressed natural gas skid are each proposed to be mounted above grade on canopy support columns. The City Fire Department has reviewed the plans and determined that the proposal to mount the compressed natural gas skid above grade on a canopy support column would pose a health and safety risk. This is considered to be a significant impact to human health and public safety.

The City Fire Department has requested a redesign of the fuel system plan to redesign the compressed natural gas skid so the holding tank is underground. Implementation of the fuel system redesign to the satisfaction of the City Fire Department would reduce the human health and public safety impact to below a level of significance.

A Hazardous Materials Business Plan, *Regional Transportation Center c/o Pearson Ford*, which covers only the proposed service bays section of the facility, was prepared by Kip Prah Associates and submitted to the County Department of Environmental Health, Hazardous Material Management Division (HMMD) for review. Approval of this plan is necessary before the issuance of occupancy permits. The three classes of material covered by the Business Plan are: (1) oils, including base lubricating oil, hydraulic fluid and transmission fluid; (2) ethylene glycol (antifreeze/coolant); and (3) miscellaneous greases, oils and lubricants. The Business Plan sets forth an emergency response plan in which HMMD and the State Office of Emergency Services would be notified of a release or threatened release of a hazardous material. The applicant has designated Asbury Environmental as the cleanup contractor and hazardous waste hauler for oils, and Safety-Kleen for solvents. Additionally it provides an employee training description, a spill/release plan, a fire or explosion response plan and a fire prevention plan. Adherence to this plan, as approved by HMMD, would preclude impacts associated with the release of hazardous substances from occurring.

A report, *Air Quality Impact Analysis, Regional Transportation Center*, prepared by Giroux and Associates was approved by the City, and is available for review in the office of the Land Development Review Division. Although the report was intended to address air quality issues (see the Air Quality section in the Impacts Found Not to be Significant portion of the Initial Study Discussion), it also presents information on such hazardous materials issues as soil contamination, and contaminants contained in the structures proposed for demolition (for example, asbestos and lead based paint).

According to the report,

"...portions of the project site proposed for demolition have been periodically used for various [industrial/commercial] activities. Residual contamination...may be present in the soil encompassing the project area. Buildings to be demolished may have asbestos-containing compounds in pipe insulation, roofing, tile floors [and the like]; or lead based paint in woodwork. ... If substantial quantities of soil contamination or structural material with asbestos or lead based paint are discovered, they must be remediated using strictly regulated procedures. If such contamination is not detected prior to [demolition or] construction, all work must stop and the same control measures must be adopted. Such potentially hazardous emissions are generally more of a concern for construction or remediation workers than for the public. Because of such risk, worker safety plans include special protective clothing and self-contained breathing apparatus where such material could become airborne. With numerous regulation[s] in place to both protect workers and to confine such material to the job site through encapsulation or other control measures, the health

risk to both the public and to workers is...less than significant."

Implementation of standard demolition, grading and construction techniques as required by the San Diego Air Pollution Control District (SDAPCD) Rules and Regulations and the HMMMD would preclude human health and public safety impacts associated with site development from occurring. The SDAPCD requires pre-demolition testing for such contaminants as lead based paint; and asbestos-containing compounds in pipe insulation, roofing and tile floors. These contaminants can be released to the atmosphere if not properly controlled. With numerous regulations and safeguards in place governing demolition, grading and construction, human health and public safety impacts to job site workers and the public would be less than significant.

According to the City of San Diego Seismic Safety Maps (1995), the site has been placed in Hazard Category 52 (generally stable). This means that there is a nominal to low risk to development associated with site-specific geologic conditions.

The project site is located in a seismically active region of California, and therefore, the potential exists for geologic hazards such as earthquakes and ground failure. No faults have been mapped on-site (City of San Diego 1995). Proper engineering design of all new structures would ensure that the potential for geologic impacts from regional hazards would be insignificant.

Impact with Project Revisions: Essentially Unchanged.

Energy Consumption - Impact Level 1

The proposed development would not require excessive amounts of energy for operation and/or implementation. No impacts anticipated.

2. NOISE

Effects of Ambient Noise On Project and Contributing to Community Noise Levels - Impact Level 4

Noise is generally defined as unwanted or annoying sound that is typically associated with human activity and which interferes with or disrupts normal activities. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. The response of individuals to similar noise events is diverse and influenced by the type of noise, the perceived importance of the noise, and its appropriateness in the setting, the time of day, the type of activity emitting the noise, and the sensitivity of the individual hearing the sound. Sound levels are usually measured and expressed in units of decibels (dB). Community Noise Equivalent Level (CNEL) is defined as an average sound level during a 24-hour period. CNEL results from the summation of the hourly average noise levels (LEQ), which includes the addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m., and a ten decibel addition to

nighttime noise produced from 10:00 p.m. to 7:00 a.m. LEQ is an average noise level based on the average energy content of sound rather than the average sound pressure level. CNEL recognizes that noise annoyance is related to duration, how often the noise is present, how long it persists, and when it occurs.

A noise study, *Noise Impact Analysis, Regional Transportation Center, May 17, 1999*, prepared by Giroux and Associates was approved by the City, and is available for review in the office of the Land Development Review Division. As originally designed, the service bays would have been oriented toward residences located to the south, where there would have been a noise impact associated with such devices as compressed air wrenches used for tire changes and brake jobs. The approximate distance between the service bays and the nearest residences south of the project site is 30 feet. The applicant is proposing a six-foot block sound wall along the southerly property line, to reduce the noise impact on the first floor of adjacent residences. According to the noise study, the measured noise level at a distance of 45 feet would be 66 dB LEQ and the 55 dB LEQ level would be reached at 160 feet from the noise source without a block sound wall and 100 feet with the six-foot block sound wall proposed by the applicant. Despite the noise wall, noise levels would exceed the 57.5 dB LEQ standard under Municipal Code Section 59.5.0401 that is allowed for multiple-family residential zones bordered by commercial zones, between the hours of 7:00 p.m. and 10:00 p.m. Construction of the proposed six-foot sound wall along the southerly property line would not adequately address the impact of automobile repair noise. Additionally, the hours of operation originally proposed for the service bays were from 7:00 a.m. to 10:00 p.m., seven days a week, in close proximity to residences. This is was considered to be a significant noise impact.

To address the noise impact, the applicant redesigned the service bays so that they are now oriented easterly toward 41st Street, instead of southerly toward the proposed fire lane. Additionally, the applicant agreed to implement the following additional measure which together would reduce the noise impact associated with the project to below a level of significance:

- As a condition of the MCD Permit and CUP, the hours of operation for the automobile service and repair facility shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday.

Ambient noise from future traffic associated with the Interstate 15 Freeway (I-15, ~~due to open in 2000~~ opened for traffic January 14, 2000), El Cajon Boulevard and 41st Street would not result in a significant impact. CALTRANS evaluated freeway noise exposure for Year 2020 on I-15. With the depressed freeway alignment and a six-foot noise barrier along the off-ramp abutting the project site, future on-site noise as measured from CALTRANS Receiver No. 46, located on the project site will be 63 dB LEQ and no more than 65 dB CNEL. The federal and CALTRANS noise standard for educational facilities is 67 dB LEQ; the City of San Diego General Plan standard is 65 dB CNEL. Construction of the six-foot

noise wall by CALTRANS would preclude significant impacts associated with traffic from occurring.

Impact with Project Revisions: Essentially Unchanged.

3. AIR QUALITY

Effects of Ambient Air On Project and Contribution to Community Pollution Levels - Impact Level 3

The report, *Air Quality Impact Analysis, Regional Transportation Center*, prepared by Giroux and Associates, cited a 1993 air quality impact analysis conducted for CALTRANS by RECON. The RECON report concluded that microscale carbon monoxide (CO) "hot spots" would not occur beyond the [Interstate 15 Freeway] roadway right-of-way (ROW) at any cut-and-cover structure segments, and not at any off-site locations at buildout. The 1993 study states that the maximum one-hour CO concentration at any sensitive receptor outside the ROW east of I-15 would be 9.6 parts per million (ppm), with an eight-hour exposure of 5.9 ppm. These levels are well below the most stringent ambient air quality standards (California Air Resources Board) of 20 ppm over one hour, and 9 ppm over eight hours. A 1995 followup study concluded that an off-site exposure would be at still lower levels (5.0 ppm over one hour, 3.2 ppm over eight hours). Therefore, no significant impact associated with CO hot spots and ambient air quality would occur at the project site at buildout.

As discussed above, implementation of standard demolition, grading and construction techniques as required by the San Diego Air Pollution Control District (SDAPCD) Rules and Regulations would preclude air quality impacts associated with site development from occurring. The SDAPCD requires pre-demolition testing for such contaminants as lead based paint; and asbestos-containing compounds in pipe insulation, roofing and tile floors. These contaminants can be released to the atmosphere if not properly controlled. With numerous federal and state regulations and safeguards in place governing demolition, grading and construction, air quality impacts to job site workers and the public would be less than significant.

Impact with Project Revisions: Essentially Unchanged.

4. ENVIRONMENTAL DESIGN AND HISTORIC VALUES

Visual Quality - Coherence, Diversity, Compatible Use, and Scale - Impact Level 4

The project site presently contains nine structures on seven parcels on the easterly portion of the site, with the westerly portion (a portion of excess CALTRANS I-15 Freeway right-of-way) being vacant. The proposed project would demolish all existing buildings on the project site. These would include the Furniture Clearance Center, San Diego State University (SDSU) June Burnett Institute/San Diego Choice Program,

Singular Publishing, the 41st Street Family Resource Center, a single-family residence and 20 apartment units in three structures.

Conceptual elevations for the Regional Transportation Center project indicate a "retro" 1950s style combined with a 21st Century high-tech look employing considerable glass, with split-face concrete masonry, stucco and aluminum elements. Height of the main building's roof line would be 60 feet. Project elevations indicate two identification signs. One would be a freeway-oriented sign 40-5 60 feet in height attached to the building façade, and the other a 61-foot sign cantilevered from the AFV fueling pod canopy facing El Cajon Boulevard.

The physical design of the project would be compatible with the linear commercial land use pattern along El Cajon Boulevard. However, the project as originally designed would have been incompatible with adjacent residential development due to the effects of noise and light/glare. With the proposed mitigation measures to address noise and light/glare impacts, the proposed project would now be compatible with the surrounding land uses and the land use impact would be reduced to below a level of significance.

Impact with Project Revisions: Essentially Unchanged.

Historic, Cultural and Archaeological Resources - Impact Level 4.

According to the federal National Register criteria, California Environmental Quality Act and City of San Diego Significance Guidelines, all structures 45 years or older (1954 or earlier in 1999) must be evaluated for historical significance. ASM Affiliates prepared a report, *Historic Properties Survey Report for the Regional Transportation Center, San Diego, California*. As required under Section 106 of the National Historic Preservation Act, the State Office of Historic Preservation (SHPO) reviewed the report and concurred with its findings.

ASM Affiliates conducted an historical survey for the project site in August, 1999. The survey included field work and records searches. Each building within the Area of Potential Effect (APE) was examined and photographed in the field. County Assessor's records, water and sewer connection records, Sanborn Fire Insurance Maps and the City Directory (San Diego Directory Company, 1920-1955) were used to determine approximate age and history of ownership. A records search at the South Coastal Information Center, San Diego State University was undertaken to determine if any previously recorded properties are located in the project area. Additionally, CALTRANS had evaluated historic properties affected by the I-15 Project. This study together with the City Heights Redevelopment Project Environmental Impact Report (1992) were reviewed to develop the historic context and to assess historical significance.

Two of the nine structures on the project site proposed for demolition exceed 45 years of age. One is an Art Moderne commercial building located at 4065 El Cajon Boulevard. This structure, built about 1930, was

originally a physician's office, followed by a succession of retail uses. It is now a furniture outlet. The second structure is a modest wood-frame California bungalow located at 4276 41st Street, built about 1920. It has remained a private residence to this day.

The structures were evaluated for historical significance in accordance with federal, state and local criteria. These criteria included association with an important person or event, representativeness of a particular architectural style, age, context and integrity of setting, uniqueness and structural integrity. Neither structure was considered to be an outstanding architectural example worthy of historical designation. As a result, the proposed project would not have an adverse impact on historical resources, and no mitigation measures are required.

The coastal areas of San Diego County are known for intense and diverse prehistoric occupation and important archaeological resources. These areas have been inhabited by various cultural groups spanning 10,000 years or more. Camp sites and villages have been recorded along the coast from Del Mar to Tijuana. Several previously recorded historic and prehistoric sites have been identified within a one-mile radius of the project site. As a result, there is a potential to identify cultural and historic resources associated with the previous land uses within the project area, and a Mitigation, Monitoring, and Reporting Program would be required. This program requires that a qualified archaeologist or archaeological monitor be present during grading activities within the project area. If cultural deposits are discovered, excavation would temporarily cease to allow evaluation, recordation, and recovery of materials.

Implementation of the MMRP (monitoring during site demolition and grading) would reduce potential cultural resource impacts to below a level of significance.

Impact with Project Revisions: Essentially Unchanged.

5. SOCIOECONOMIC

Demographic Character Changes - Impact Level 1

The proposed project would not alter significantly the demographic character of the surrounding neighborhood.

Displacement - Impact Level 3

Implementation of the proposed project will require the acquisition of land and relocation of businesses, social services and residents within the site vicinity. All of the businesses and social services within the project site would require relocation with assistance from the City of San Diego. Relocating the businesses within the vicinity would be consistent with the applicable community plan and would be permitted uses within the land use zones or allowed by conditional use permits. The loss of the businesses and social services during their relocation would be temporary and not significant.

The project requires the demolition of 21 residential units. Although an exact count is not available, approximately 40 individuals would need relocation assistance. As part of the project, the City must develop a replacement housing and relocation plan. The impact of the displacement of residents by the project is not considered significant.

Impact with Project Revisions: Essentially Unchanged.

Employment and Income Patterns - Impact Level 2

Development of this property into the Regional Transportation Center would help to improve and revitalize the economic viability of this blighted area.

6. **COMMUNITY FACILITIES**

Educational Facilities - Impact Level 1

Area schools would not be impacted by the development of the Regional Transportation Center.

Commercial Facilities - Impact Level 2

Development of the Regional Transportation Center in this blighted neighborhood would help to improve and revitalize the economic viability of the area.

Health Care - Impact Level 1

Health care would not be impacted by the development of the Regional Transportation Center.

Social Services - Impact Level 3

Social Services would be affected temporarily by the development of the Regional Transportation Center. The buildings containing the SDSU June Burnett Institute/San Diego Choice Program and the 41st Street Family Resource Center would be demolished as part of the project. Relocating these social services within the project vicinity would be consistent with the applicable community plan and would be permitted by means of conditional use permits. The loss of the social services during their relocation would be temporary and not significant.

Impact with Project Revisions: Essentially Unchanged.

Solid Waste - Impact Level 3

Development of the Regional Transportation Center would generate greater amounts of solid waste and/or result in a greater effect on solid waste facilities or services compared with the existing low intensity uses.

Adherence to City standards concerning waste reduction and recycling would result in an impact that is less than significant.

Impact with Project Revisions: Essentially Unchanged.

Storm Water - Impact Level 1

The existing storm drainage system would be improved to accommodate the new development, and is not anticipated to result in a significant increase in storm water run-off.

Waste Water - Impact Level 4

An existing on-site six-inch-diameter sewer located beneath the alley proposed for closure would be relocated to the east, within a new 24-foot-wide easement underneath a fully paved driveway. The existing pipe under the alley segment proposed for closure would be abandoned in place. The relocated sewer line would be connected to the existing sewer main under the median of El Cajon Boulevard, and extended southeasterly as a 10-inch-diameter line to the sidewalk, then extended southerly as a six-inch-diameter line to the new alley. The line would then be extended westerly to the alley abutting the southerly property line of the site. Plans then show the new line being extended off-site about 100 feet under the alley, to reconnect to the original sewer line.

The Wastewater Review Section of the Planning and Development Review Department has reviewed the sewer relocation plan and has determined that flowage through the realigned sewer pipe as currently designed would not meet the City's minimum velocity requirement of two feet per second. This is considered to be a significant impact to water and sewer services.

To address the flowage velocity issue, the slope of the new piping must be increased. This would require off-site sewer improvements beyond those shown on current plans. To address the wastewater issue, the applicant has agreed to redesign the sewer line and its connections so that a minimum flowage rate of two feet per second is achieved. Revised plans reflecting the acceptable flowage rate for the sewer line shall be finalized at the plan check stage, prior to the issuance of final building permits. Implementation of these measures would reduce the wastewater impact to below a level of significance.

Impact with Project Revisions: Essentially Unchanged.

Water Supply - Impact Level 1

An existing on-site eight-inch-diameter water line located beneath the alley proposed for closure would be relocated to the east, within a new 24-foot-wide easement underneath a fully paved driveway. The existing pipe under the alley segment proposed for closure would be abandoned in place. The relocated eight-inch-diameter waterline would be connected directly to a 12-inch-diameter line within El Cajon Boulevard, then

extended southerly to the proposed new alley, then westerly, to reconnect to the existing eight-inch-diameter line under the alley abutting the southerly property line of the site. No significant impacts associated with the relocation of the waterline are anticipated.

Police - Impact Level 2

The proposed police storefront would be beneficial to the immediate neighborhood by improving response times.

Fire - Impact Level 1

No impacts to fire protection services are anticipated as a result of this project.

Emergency Medical Services - Impact Level 1

No impacts to emergency medical services are anticipated as a result of this project.

Open Space - Impact Level 1

Development of the proposed project would have no impact on any designated open space within the project area.

Recreation - Impact Level 1

Development of the proposed project would not impact any recreational facilities within the project area.

Cultural Facilities - Impact Level 2

Development of the proposed project would provide a cultural facility within the project area. The proposed Regional Transportation Center would include an educational facility comprising an auditorium and orientation room that would serve as a forum for educating the public on ATVs. The facility could also be used by local groups for community meetings and other culturally sponsored events.

Transportation - Impact Level 3

A traffic impact analysis for the original project, prepared by Katz, Okitsu & Associates was approved by the City, and is available for review in the office of the Land Development Review Division, Planning and Development Review Center (City Operations Building), 1222 1st Avenue, 5th Floor, San Diego. The project would generate about 1,618 Average Daily Traffic (ADT), a net increase of 858 trips over the 760 trips associated with the mix of multiple-family residential and specialty retail uses assumed for the site by the adopted community plan.

Due to the interruptions associated with the construction of the Interstate 15 Freeway "cut and cover" project in City Heights, only the buildout

condition was analyzed for the traffic study. Intersections analyzed include:

- El Cajon Boulevard at I-15 Southbound Ramps/40th Street;
- El Cajon Boulevard at I-15 Northbound Ramps/Central Avenue;
- El Cajon Boulevard at 41st Street*;
- El Cajon Boulevard at Marlborough Avenue;
- 41st Street at Project Driveway*.

* Unsignalized intersections

The study concludes that at buildout, the signalized intersections would operate at Levels of Service (LOS) of D or better, and that the unsignalized 41st Street at Project Driveway intersection would function at LOS A/B during both the AM and PM peak hours. The unsignalized El Cajon Boulevard and 41st Street intersection would function at an unacceptable LOS F during both the AM and PM peak hours, with or without the project. The project would contribute an incremental increase to the congested conditions at the El Cajon Boulevard at 41st Street intersection.

According to the City of San Diego Significance Determination Guidelines (May, 1999), the threshold for a significant traffic impact attributable to a specific project at an intersection operating at LOS E or F is an increase in Intersection Capacity Utilization (ICU), Volume to Capacity (V/C) Ratio of 0.02 (2.0 percent) or greater. The traffic study concluded that the amount of project contribution would be less than 2.0 percent at buildout. In order to determine whether the project at the El Cajon Boulevard/41st Street intersection in the near term, a Year 2000 intersection analysis was performed. This showed that the project contribution would be 29 trips or 1.2 percent increase during the AM peak hour, and 45 trips or 1.3 percent increase during the PM peak hour under Year 2000 conditions with the project. Since the project's contribution to both the AM and PM peak hour traffic would be less than the 2.0 percent threshold in both the near term and the long term, the project's contribution to the traffic impact would be considered to be less than significant.

Although no mitigation is required for traffic impacts, the traffic study recommends the following:

- The applicant should pay the appropriate developer impact fees in accordance with City guidelines.
- The applicant should make appropriate frontage improvements to El Cajon Boulevard and 41st Street, which may include extending the raised median that CALTRANS will be constructing west of 41st Street on El Cajon Boulevard across 41st Street, to the satisfaction of the City Engineer.

The project subject to this analysis proposed to provide 29 off-street parking spaces, to serve several non-traditional land uses. The traffic study summarized the anticipated parking demand for the following project components:

- The Educational Center: two spaces. Two full-time staff would be at the premises on a full-time bases. There would be a maximum of three field trips of 50 students each per day, to be transported to the premises by bus.
- The Showroom (8,872 square feet): 23 spaces, figured by using the Mid-City Community Planned District ratio of one parking space per 400 square feet ($8,872/400=22.18$, rounded up to 23). A maximum of three staff members would staff the showroom and AFV rental facility. Most of the customer parking would be provided at the existing Pearson Ford facility, about 0.25 mile to the east, with a CNG bus providing shuttle service between Pearson Ford and the RTC.
- The Service Center (Six service bays): Three spaces.
- Alternative Fuel Refueling Station (Unmanned kiosk): None.
- Police Storefront: One space.

The 29 off-street parking spaces would comprise 17 standard spaces, 11 compact spaces and one space reserved for the handicapped. The proposed parking would be adequate to serve the facility and no significant impacts are anticipated.

Note: Since the preparation of the traffic and parking analysis, the project has been revised by reducing the total usable floor area from 29,404 square feet to 24,864 square feet; and increasing on-site parking from 29 spaces to 64 spaces. Impact with Project Revisions: Reduced.

7. NATURAL RESOURCES

Water Resources - Impact Level 1

The project would not discharge into groundwater or alter groundwater quality within the area.

Surface Water - Impact Level 1

The project would not discharge into or affect any bodies of surface water. No surface waters exist in the vicinity of the project site.

Floodplains - Impact Level 1

The project site is not within a floodplain. No impact anticipated.

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Wetlands - Impact Level 1

The project site is not within a wetland or wetland habitat.

Coastal Zone - Impact Level 1

The project site is not within the California Coastal Zone.

Unique Natural Features and Agricultural Land - Impact Level 4

According to the *Geology of the San Diego Metropolitan Area, California, 1975*, published by the California Division of Mines and Geology, the project site is underlain by the Lindavista Formation (Ql). The Lindavista Formation is a marine sedimentary deposit of the Pleistocene age, and has been known to produce large and diverse assemblages of well-preserved marine invertebrate fossils. Because of the important fossil remains identified within the formation, it has been assigned a moderate resource potential. Based on this information, any time there is new construction into previously undisturbed formations of moderate to high potential for fossil deposits, monitoring would be required during grading for this project. Potential disturbance or loss of fossils (including off-site trenching) without adequate documentation and research would be considered a significant impact. Therefore, a Mitigation, Monitoring, and Reporting Program would be implemented. The program requires that a qualified paleontologist or paleontological monitor be present during grading and trenching activities in the above mentioned formation. If significant fossil resources are found, a recovery and documentation program would be implemented.

Implementation of the MMRP would reduce potential impacts to below a level of significance. A Mitigation, Monitoring and Reporting Program requires that a qualified paleontological monitor be present during grading activities within the Lindavista Formation. If paleontological resources are discovered, excavation would temporarily cease to allow evaluation, recordation, and recovery of materials.

Impact with Project Revisions: Essentially Unchanged.

V. STATUTORY REVIEW CHECKLIST:

The Statutory Review Checklist is designed to determine compliance with applicable laws and regulations. Applicable mitigation measures and references and necessary support documentation are included in Section VI. **Note: Project revisions do not alter the findings set forth in the Statutory Review Discussion, below.**

<u>STATUTORY BASED REGULATIONS</u>	<u>IMPACT LEVELS</u>				
	(1)	(2)	(3)	(4)	(5)
1. HISTORIC PROPERTIES					•
2. FLOODPLAIN MANAGEMENT	•				
3. WETLANDS PROTECTION	•				
4. NOISE					•
5. AIR QUALITY				•	
6. MANMADE HAZARDS					
Thermal/Explosive Hazards					•
Airport Clear Zone	•				
7. WATER QUALITY					
Navigable Water	•				
Aquifers	•				
8. SOLID WASTE DISPOSAL				•	
9. COASTAL AREAS					
Coastal Zone Management	•				
Coastal Barrier Resources	•				
10. ENDANGERED SPECIES	•				
11. ENVIRONMENTAL JUSTICE					•

- (1) Not applicable - No Impact to Project or from Project
- (2) Consultation Required and Completed
- (3) Permit Required and Obtained
- (4) Project Consistent with Applicable Plans/Standards
- (5) Conditions/Safeguards/Mitigations Required

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VI. STATUTORY REVIEW DISCUSSION:

1. Historic Properties - Impact Level 5

See discussion in Section IV under Historic, Cultural and Archaeological Resources. A Mitigation, Monitoring and Reporting Program will be required for implementation of the proposed project. Section 106 consultation was completed September 17, 1999.

2. Floodplain Management - Impact Level 1

The project site is not within a floodplain. No impact anticipated. The project site is identified on FIRM Panel Number 1638, dated May 17, 1993.

3. Wetlands Protection - Impact Level 1

The project site is not within a wetland or wetland habitat.

4. Noise - Impact Level 5

See discussion in Section IV under Noise. A Mitigation, Monitoring and Reporting Program and project redesign will be required for implementation of the proposed project.

5. Air Quality - Impact Level 4

See discussion in Section IV under Land Development - Hazards, Nuisances, and Site Safety. No impacts are anticipated from the area's ambient air quality on the project. The project will not generate substantial amounts of air emissions. Compliance with the Clean Air Act (CAA), specifically compliance with the National Emission Standards for Hazardous Air Pollutants at 40 CFR Part 61 will be addressed when the applicant's asbestos and lead abatement contractor performs the sampling and removal of all asbestos and lead containing materials in accordance with EPA regulations.

6. Manmade HazardsThermal/Explosive Hazards - Impact Level 5

See discussion in Section IV under Land Development - Hazards, Nuisances, and Site Safety. A Mitigation, Monitoring and Reporting Program will be required for implementation of the proposed project. The City Fire Department has requested a redesign of the fuel system plan to redesign the compressed natural gas skid so the holding tank is underground. Implementation of the fuel system redesign to the satisfaction of the City Fire Department would reduce the human health and public safety impact to below a level of significance.

Airport Clear Zone - Impact Level 1

The proposed project is not within the Lindbergh Field nor the North Island Naval Air Station airport clear zones.

7. Water Quality

Navigable Water - Impact Level 1

The proposed project would not affect any navigable water.

Aquifers - Impact Level 1

The proposed project would not affect underground aquifers.

8. Solid Waste Disposal - Impact Level 4

See discussion in Section IV under Solid Waste Disposal. The proposed project would not result in a significant impact on existing solid waste facilities or services.

9. Coastal Areas

Coastal Zone Management - Impact Level 1

The proposed project is not within the California Coastal Zone and a Coastal Development Permit is not required.

Coastal Barrier Resources - Impact Level 1

The proposed project would not impact any coastal barrier resources.

10. Endangered Species - Impact Level 1

Biological resources have not been identified on the project site; therefore endangered species would not be affected.

11. Environmental Justice - Impact Level 5

Although the project is in a blighted, low to middle income neighborhood, the proposed redevelopment is intended to create a positive impact on this community by providing the community with a showroom, demonstration and educational facility to introduce AFVs to the public, and a place to hold meetings and cultural events. Environmental justice was addressed as to how this project would affect the surrounding community, and it was determined that with the proposed mitigation, monitoring and reporting program, no adverse impacts would occur. Therefore, avoidance is not required.

VII. PROJECT MODIFICATIONS AND ALTERNATIVES CONSIDERED:

The one land use design concept that has been considered for the project site is the Regional Transportation Center (RTC). The primary purpose of RTC is to introduce the concept of alternative fuel vehicles (AFVs) to the public. The facility would include a showroom, demonstration area, AFV service and repair, a classroom, auditorium and a police storefront. The essential core concept has remained intact throughout the environmental review process. However, significant environmental impacts associated with the original submittal necessitated the redesign of the service and repair elements of the project and changes in the hours of operation.

Note: Subsequent to the issuance of the Final Finding of No Significant Impact/Mitigated Negative Declaration (FONSI/MND) for this project, the applicant has submitted revised plans that modified the project design substantially. The second level of office space is now eliminated and replaced with enclosed parking. Total on-site parking would be increased from 29 spaces to 64 spaces. Although the building footprint would be enlarged slightly, total usable space would be reduced from 29,404 square feet to 24,864 square feet, a reduction of 4,540 square feet. The project revisions would result in similar or lessened impacts as compared with the original submittal.

The project site has been identified for redevelopment in the City's *City Heights Redevelopment Plan* since 1992. However, no other alternative development plans have been proposed for the project site to date. The Interstate 15 Freeway is currently under construction (opened to traffic on January 14, 2000) lies adjacent to the project site on the west. Excess freeway right-of-way is proposed to be acquired by the City of San Diego Redevelopment Agency and incorporated into the project. Further physical design modifications are anticipated when submittals are made for the Conditional Use Permit and Mid-City Development Permit, but no additional project alternatives are expected.

VIII. MITIGATION MEASURES NEEDED:

Noise Quality, Light and Glare, and Land Use

1. As a condition of the Mid-City Development Permit and Conditional Use Permit, the hours of operation for the automobile service and repair facility shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday.
2. A lighting control plan to the satisfaction of the City Manager shall be submitted to the Planning and Development Review Department, as a part of the MCD Permit and CUP applications. Lighting for the showroom shall be designed so as not to illuminate adjacent residences, and all exterior lighting shall be designed so as not to shine beyond the property boundaries. A solid wall three feet in height shall be provided along the 41st Street frontage and the new alley, sufficient to shield residences from headlights associated with traffic using the alternative refueling station and the automobile service and repair facility.

Cultural Resources

3. Prior to recordation of the first final map and/or the issuance of the first grading permit, the applicant shall provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that a qualified archaeologist and/or archaeological monitor, as defined in the City of San Diego Historical Resources Guidelines, have been retained to implement the monitoring program. The requirement for archaeological monitoring shall be noted on the grading plans. **ALL PERSONS INVOLVED IN THE ARCHAEOLOGICAL MONITORING OF THIS PROJECT SHALL BE APPROVED BY LDR PRIOR TO THE START OF MONITORING. THE APPLICANT SHALL NOTIFY LDR OF THE START AND END OF CONSTRUCTION.**
 - a. The qualified archaeologist shall attend any preconstruction meetings to make comments and/or suggestions concerning the archaeological monitoring program with the construction manager.
 - b. The qualified archaeologist or archaeological monitor shall be present on site full-time during grading of native soils.
 - c. **WHEN REQUESTED BY THE ARCHAEOLOGIST, THE CITY RESIDENT ENGINEER SHALL DIVERT, DIRECT, OR TEMPORARILY HALT GROUND DISTURBANCE ACTIVITIES IN THE AREA OF DISCOVERY TO ALLOW EVALUATION OF POTENTIALLY SIGNIFICANT CULTURAL RESOURCES. THE ARCHAEOLOGIST SHALL IMMEDIATELY NOTIFY LDR STAFF OF SUCH FINDING AT THE TIME OF DISCOVERY.** The significance of the discovered resources shall be determined by the archaeologist, in consultation with LDR and the Native American community. LDR must concur with the evaluation before grading activities will be allowed to resume. For significant cultural resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts before grading activities in the area of discovery will be allowed to resume. Any human bones of Native American origin shall be turned over to the appropriate Native American group for reburial.
 - d. All cultural materials collected shall be cleaned, catalogued, and permanently curated with an appropriate institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate.
 - e. Prior to the release of the grading bond, a monitoring results report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusions of the archaeological monitoring program (with appropriate graphics) shall be submitted to and approved by the Environmental Review Manager of LDR. For significant cultural resources, a Research Design and Data Recovery Program shall be included as part of the evaluation report. A mitigation report for significant cultural resources, if required, shall be submitted to and

approved by the Environmental Review Manager of LDR prior to the release of the grading bond.

Paleontological Resources

4. Prior to the recordation of the first final map and/or issuance of the first grading permit, the applicant shall provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that a qualified paleontologist and/or paleontological monitor, as defined in the City of San Diego Paleontological Guidelines, have been retained to implement the monitoring program. The requirement for paleontological monitoring shall be noted on the grading plans. **ALL PERSONS INVOLVED IN THE PALEONTOLOGICAL MONITORING OF THIS PROJECT SHALL BE APPROVED BY LDR PRIOR TO THE START OF MONITORING. THE APPLICANT SHALL NOTIFY LDR OF THE START AND END OF CONSTRUCTION.**
 - a. The qualified paleontologist shall attend any preconstruction meetings to make comments and/or suggestions concerning the paleontological monitoring program with the construction manager.
 - b. The paleontologist or paleontological monitor shall be on-site full-time during the initial cutting of previously undisturbed areas. Monitoring may be increased or decreased at the discretion of the qualified paleontologist, in consultation with LDR, and will depend on the rate of excavation, the materials excavated, and the abundance of fossils.
 - c. **WHEN REQUESTED BY THE PALEONTOLOGIST, THE CITY RESIDENT ENGINEER SHALL DIVERT, DIRECT, OR TEMPORARILY HALT CONSTRUCTION ACTIVITIES IN THE AREA OF DISCOVERY TO ALLOW RECOVERY OF FOSSIL REMAINS. THE PALEONTOLOGIST SHALL IMMEDIATELY NOTIFY LDR STAFF OF SUCH FINDING AT THE TIME OF DISCOVERY.** LDR shall approve salvaging procedures to be performed before construction activities are allowed to resume.
 - d. The paleontologist shall be responsible for preparation of fossils to a point of identification as defined in the City of San Diego Paleontological Guidelines and submittal of a letter of acceptance from a local qualified curation facility. Any discovered fossil sites shall be recorded by the paleontologist at the San Diego Natural History Museum.
 - e. Prior to the release of the grading bond, a monitoring results report, with appropriate graphics, summarizing the results, analysis, and conclusions of the paleontological monitoring program shall be submitted to and approved by the Environmental Review Manager of LDR.

Human Health/Public Safety

5. Prior to approval of the Mid-City Development Permit and Conditional Use Permit, the applicant shall redesign the fuel system plan to modify the compressed natural gas skid so the holding tank is underground, to the satisfaction of the City Fire Department.

Utilities (Water and Sewer)

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Mitigation Deposit

7. The above mitigation monitoring and reporting program will require a deposit of \$900.00 to be collected prior to the issuance of grading and construction permits to ensure the successful completion of the monitoring program.

IX. DETERMINATIONS:

On the basis of this initial evaluation:

- The project is in compliance with applicable laws and regulations.
- The proposed project will not significantly affect the quality of the human or natural environment, and a FINDING OF NO SIGNIFICANT IMPACT (FONSI) and NEGATIVE DECLARATION should be prepared.
- Although the proposed project could significantly affect the quality of the human or natural environment, there will not be a significant effect in this case because the mitigation measures described in Section VIII above have been added to the project. A FINDING OF NO SIGNIFICANT IMPACT (FONSI) and MITIGATED NEGATIVE DECLARATION should be prepared.
- The proposed project MAY significantly affect the quality of the human or natural environment, and an ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT should be required.

X. BASIC REASONS SUPPORTING DECISION:

The project promotes the objectives of the Mid-City Communities Plan, City Heights Community Plan and City Heights Redevelopment Plan which focus on redevelopment, rehabilitation and revitalization within the project area now symptomatic of blight.

PROJECT ANALYST: McHenry/Krosch

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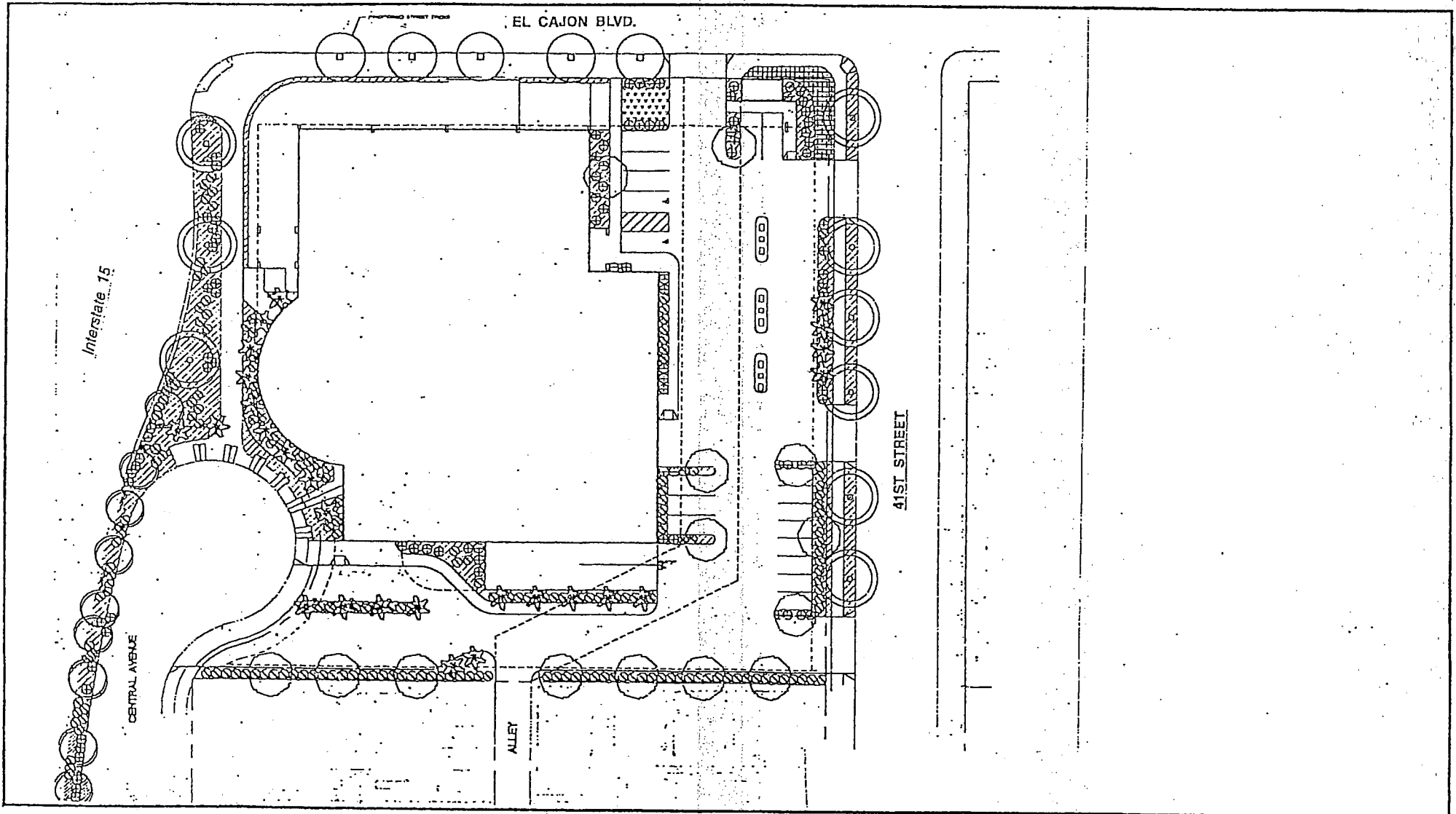


LOCATION MAP

Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

Figure
1



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SITE & LANDSCAPE PLAN

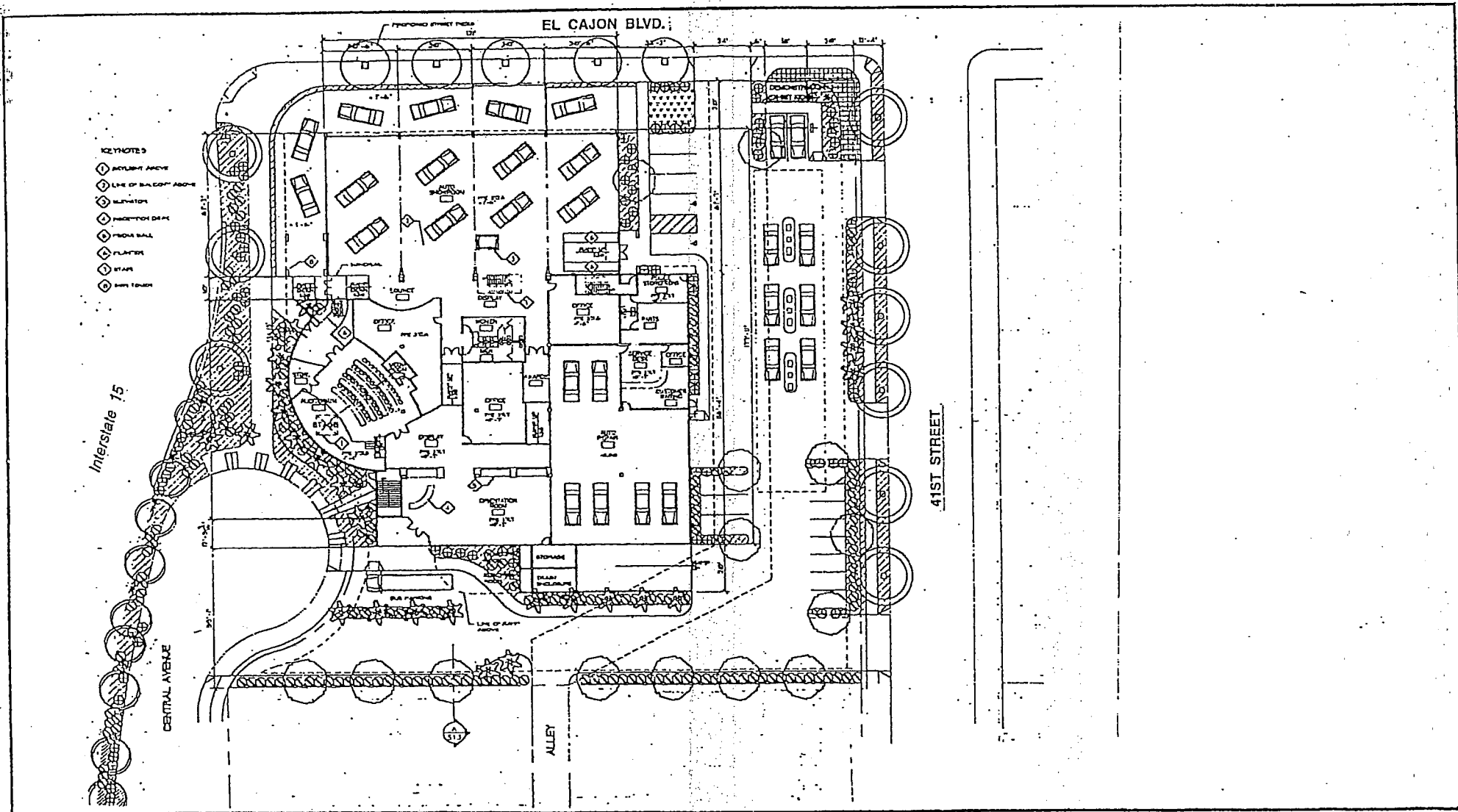
Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

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Figure

2



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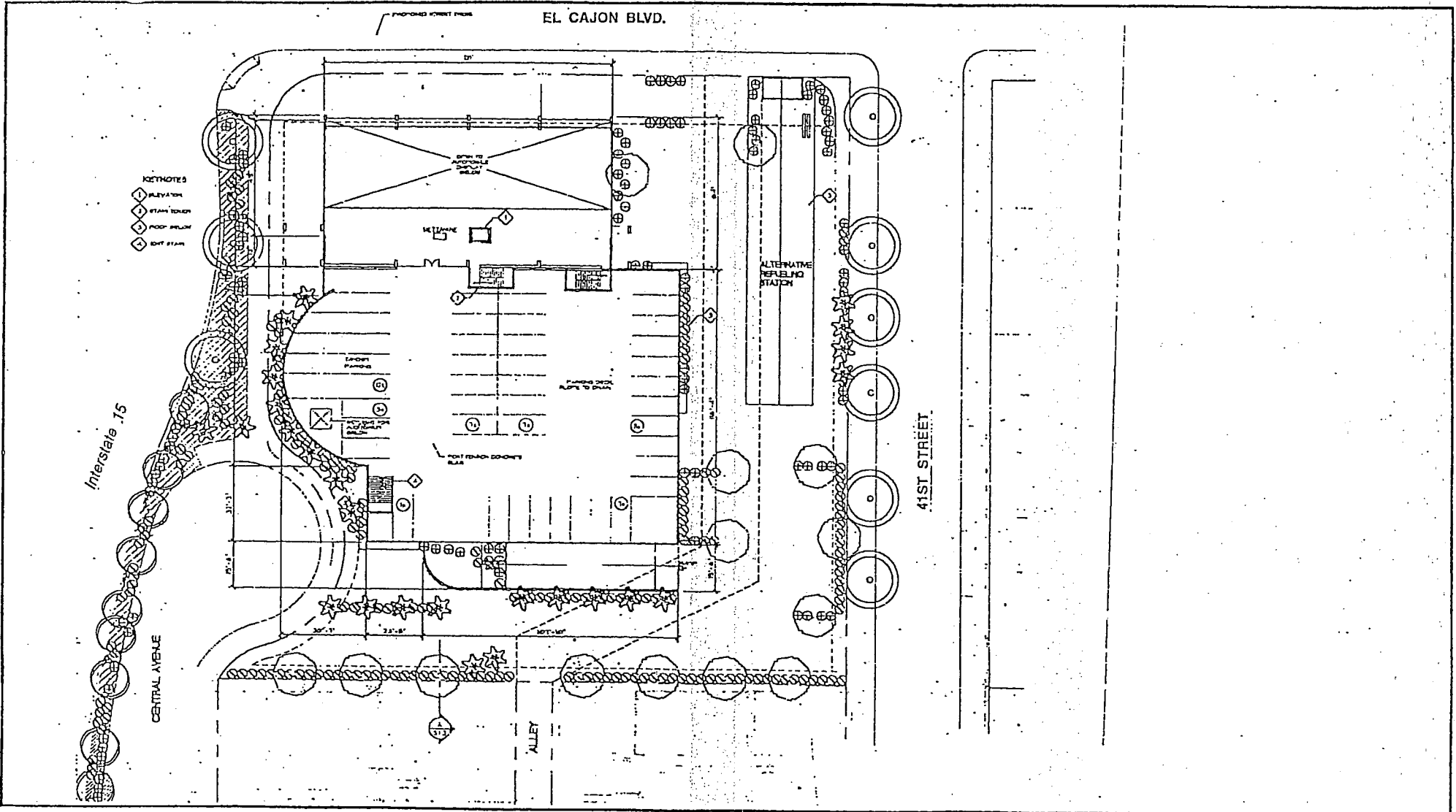


FIRST FLOOR PLAN

Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

Figure
3



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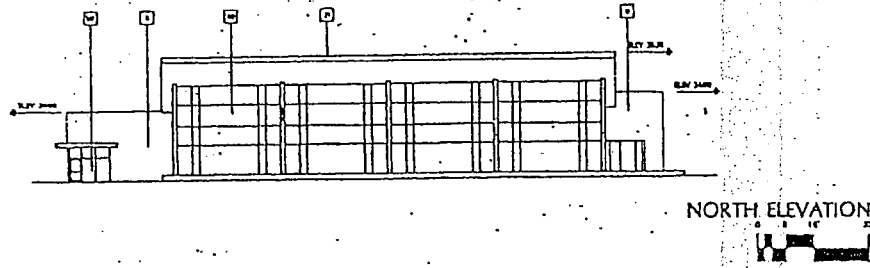
SECOND FLOOR PLAN

Environmental Analysis Section

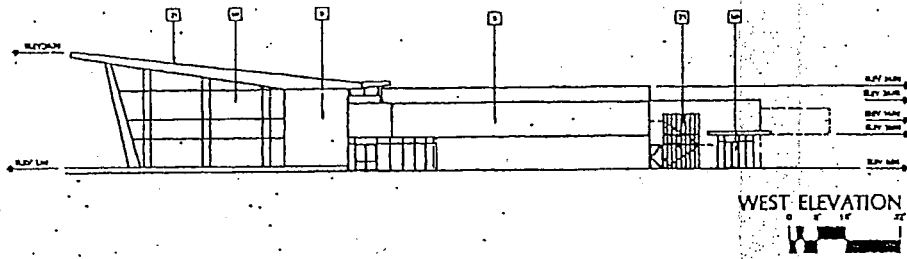
CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

Figure
4

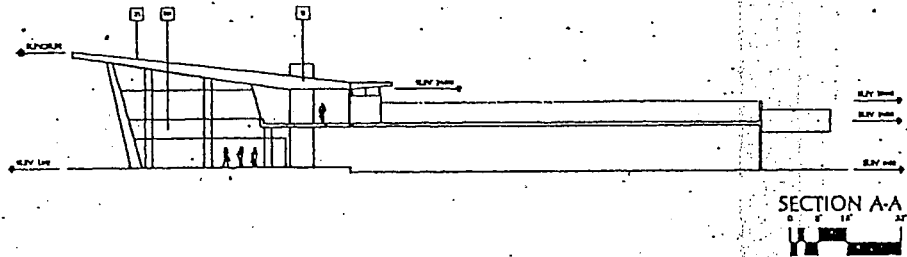
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NORTH ELEVATION



WEST ELEVATION



SECTION A-A

MATERIAL LEGEND

- 1 PAINTED STUCCO
- 2 SIMULATED STONE VENEER
- 3 CONCRETE MASONRY UNIT PRECISION BLOCK
- 4 CONCRETE MASONRY UNIT SPLIT FACE
- 5 PAINTED EXTERIOR INSULATED FINISH SYSTEM (SMOOTH)
- 6 PAINTED EXTERIOR INSULATED FINISH SYSTEM (ROUGH)
- 7 SMOOTH CONCRETE FINISH
- 8 METAL PANEL SIGING
- 9 PREFINISHED METAL COPING
- 10 ALUMINUM STOREFRONT W/ CLEAR GLASS
- 11 SLATE VENEER
- 12 SANDSTONE VENEER
- 13 PRECAST CONCRETE CAP
- 14 ALUMINUM CANOPY
- 15 PAINTED METAL FRAME
- 16 PAINTED METAL GUARDRAIL
- 17 BLADE SIGNAGE
- 18 METAL LIGHT
- 19 TENANT SIGNAGE, SEE SIGN PROGRAM
- 20 SITE WALL
- 21 METAL ROOF
- 22 TRANSLUCENT PANEL SYSTEM
- 23 PAINTED METAL DOOR
- 24 ROLLING METAL DOOR W/ WINDOWS
- 25 1000 GALLON PROPANE TANKS
- 26 COMPRESSED NATURAL GAS TANKS AND COMPRESSOR W/ METAL SCREEN
- 27 DECORATIVE METAL

NOTES

THERE IS NO MAJOR GRADE ALTERATION ON THE PROPOSED PROJECT. THE AUTOMOBILE DISPLAY AREA AND OUTDOOR DISPLAY AREA ARE RAISED 18" FROM THE EXISTING SIDEWALK ELEVATION.

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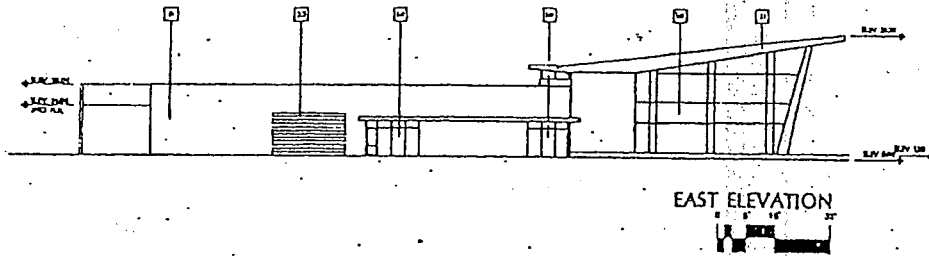
NORTH & WEST ELEVATIONS

Environmental Analysis Section

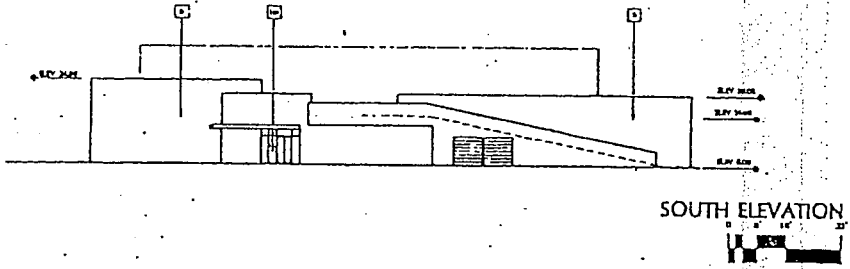
CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

Figure

5



EAST ELEVATION



SOUTH ELEVATION

MATERIAL LEGEND

- 1 PAINTED STUCCO
- 2 SIMULATED STONE VENEER
- 3 CONCRETE MASONRY UNIT (PRECISION BLOCK)
- 4 CONCRETE MASONRY UNIT (SPLIT FACE)
- 5 PAINTED EXTERIOR INSULATED FINISH SYSTEM (SMOOTH)
- 6 PAINTED EXTERIOR INSULATED FINISH SYSTEM (ROUGH)
- 7 SMOOTH CONCRETE FINISH
- 8 METAL PANEL SIDING
- 9 PREFINISHED METAL COILING
- 10 ALUMINUM STOREFRONT W/ CLEAR GLASS
- 11 SLATE VENEER
- 12 SANDSTONE VENEER
- 13 PRECAST CONCRETE CAP
- 14 ALUMINUM CANOPY
- 15 PAINTED METAL FRAME
- 16 PAINTED METAL GUARDRAIL
- 17 BLADE SIGNAGE
- 18 METAL LIGHT
- 19 TENANT SIGNAGE. SEE SIGN PROGRAM
- 20 SITE WALL
- 21 METAL ROOF
- 22 TRANSLUCENT PANEL SYSTEM
- 23 PAINTED METAL DOOR
- 24 ROLLING METAL DOOR W/ WINDOWS
- 25 1000 GALLON PROPANE TANKS
- 26 COMPRESSED NATURAL GAS TANKS AND COMPRESSOR W/ METAL SCREEN
- 27 DECORATIVE METAL

NOTES:
 THERE IS NO MAJOR GRADE ALTERATION ON THE PROPOSED PROJECT. THE AUTOMOBILE DISPLAY AREA AND OUTDOOR DISPLAY AREA ARE RAISED 18" FROM THE EXISTING SIDEWALK ELEVATION.

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SOUTH & EAST ELEVATIONS
 Environmental Analysis Section
 CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

Figure
6

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- Attachments:
1. Location Map
 2. Revised Project Site/Landscape Plan
 3. Revised Project First Floor Plan
 4. Revised Project Second Floor Plan
 5. North and West Elevations
 6. South and East Elevations
- A. Mitigation Monitoring and Reporting Program

- References:
1. Air Quality Impact Analysis, Regional Transportation Center, San Diego, California, by Giroux and Associates, May, 1999.
 2. Noise Impact Analysis, Regional Transportation Center, by Giroux and Associates, May, 1999.
 3. Regional Transportation Center Traffic Impact Analysis, by Katz, Okitsu & Associates, September 3, 1999 .
 4. Historical Survey, Regional Transportation Center by ASM Affiliates, August, 1999.
 5. Hazardous Materials Business Plan for the Regional Transportation Center c/o Pearson Ford, by Kip Prah Associates, June, 1999.

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ATTACHMENT A
MITIGATION MONITORING AND REPORTING PROGRAM
REGIONAL TRANSPORTATION CENTER
DISPOSITION DEVELOPMENT AGREEMENT, CONDITIONAL USE PERMIT,
MID-CITY DEVELOPMENT PERMIT, TENTATIVE MAP AND
PUBLIC IMPROVEMENT PERMIT
LDR NO. 99-0565
SCH NO. 99091092
REVISED March 10, 2000

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Land Development Review Division, 1222 First Avenue, Fifth Floor, San Diego, CA 92101. All mitigation measures contained in the Mitigated Negative Declaration (LDR No. 99-0101) shall be made conditions of the Mid-City Development Permit and Conditional Use Permit as may be further described below.

Noise Quality, Light and Glare, and Land Use

1. As a condition of the Mid-City Development Permit and Conditional Use Permit, the hours of operation for the automobile service and repair facility shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday.
2. A lighting control plan shall be submitted to the Planning and Development Review Department, as a part of the MCD Permit and CUP applications. Lighting for the showroom shall be designed so as not to illuminate adjacent residences, and all exterior lighting shall be designed so as not to shine beyond the property boundaries. A solid wall three feet in height shall be providing along the 41st Street frontage and the new alley, sufficient to shield residences from headlights associated with traffic using the alternative refueling station and the automobile service and repair facility.

Cultural Resources

3. Prior to recordation of the first final map and/or the issuance of the first grading permit, the applicant shall provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that a qualified archaeologist and/or archaeological monitor, as defined in the City of San Diego Historical Resources Guidelines, have been retained to implement the monitoring program. The requirement for archaeological monitoring shall be noted on the grading plans. **ALL PERSONS INVOLVED IN THE ARCHAEOLOGICAL MONITORING OF THIS PROJECT SHALL BE APPROVED BY LDR PRIOR TO THE START OF MONITORING. THE APPLICANT SHALL NOTIFY LDR OF THE START AND END OF CONSTRUCTION.**

- a. The qualified archaeologist shall attend any preconstruction meetings to make comments and/or suggestions concerning the archaeological monitoring program with the construction manager.
- b. The qualified archaeologist or archaeological monitor shall be present on site full-time during grading of native soils.
- c. **WHEN REQUESTED BY THE ARCHAEOLOGIST, THE CITY RESIDENT ENGINEER SHALL DIVERT, DIRECT, OR TEMPORARILY HALT GROUND DISTURBANCE ACTIVITIES IN THE AREA OF DISCOVERY TO ALLOW EVALUATION OF POTENTIALLY SIGNIFICANT CULTURAL RESOURCES. THE ARCHAEOLOGIST SHALL IMMEDIATELY NOTIFY LDR STAFF OF SUCH FINDING AT THE TIME OF DISCOVERY.** The significance of the discovered resources shall be determined by the archaeologist, in consultation with LDR and the Native American community. LDR must concur with the evaluation before grading activities will be allowed to resume. For significant cultural resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts before grading activities in the area of discovery will be allowed to resume. Any human bones of Native American origin shall be turned over to the appropriate Native American group for reburial.
- d. All cultural materials collected shall be cleaned, catalogued, and permanently curated with an appropriate institution. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate.
- e. Prior to the release of the grading bond, a monitoring results report and/or evaluation report, if appropriate, which describes the results, analysis, and conclusions of the archaeological monitoring program (with appropriate graphics) shall be submitted to and approved by the Environmental Review Manager of LDR. For significant cultural resources, a Research Design and Data Recovery Program shall be included as part of the evaluation report. A mitigation report for significant cultural resources, if required, shall be submitted to and approved by the Environmental Review Manager of LDR prior to the release of the grading bond.

Paleontological Resources

4. Prior to the recording of the first final map and/or issuance of the first grading permit, the applicant shall provide a letter of verification to the Environmental Review Manager of Land Development Review (LDR) stating that a qualified paleontologist and/or paleontological monitor, as defined in the City of San Diego Paleontological Guidelines, have been retained to implement the monitoring program. The requirement for paleontological monitoring shall be noted on the grading plans. **ALL PERSONS INVOLVED IN THE PALEONTOLOGICAL MONITORING OF THIS PROJECT SHALL BE APPROVED BY LDR**

PRIOR TO THE START OF MONITORING. THE APPLICANT SHALL NOTIFY LDR OF THE START AND END OF CONSTRUCTION.

- a. The qualified paleontologist shall attend any preconstruction meetings to make comments and/or suggestions concerning the paleontological monitoring program with the construction manager.
- b. The paleontologist or paleontological monitor shall be on-site full-time during the initial cutting of previously undisturbed areas. Monitoring may be increased or decreased at the discretion of the qualified paleontologist, in consultation with LDR, and will depend on the rate of excavation, the materials excavated, and the abundance of fossils.
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7. The above mitigation monitoring and reporting program will require a deposit of \$900.00 to be collected prior to the issuance of grading and construction permits to ensure the successful completion of the monitoring program.

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