

RESOLUTION NUMBER 295994

ADOPTED ON JAN 22 2002

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

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

WHEREAS, the Agency has previously prepared, and the Agency by resolution R-02068 and the City Council by resolution R-279878 have certified the Final Environmental Impact Report for the City Heights Redevelopment Project [FEIR]; and

WHEREAS, the City Council and Agency have previously approved a Disposition and Development Agreement for the Regional Transportation Center project [DDA], and propose to approve Amendment No. 1 to the DDA and

WHEREAS, the Agency by resolution R-03155, certified the Environmental Assessment and Finding of No Significant Impact/Mitigated Negative Declaration for the Regional Transportation Center project; and

WHEREAS, the Agency has prepared an Amended 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 Amended Environmental Assessment assesses the environmental impacts of the DDA and Amendment No. 1; and

WHEREAS, based upon the Amended Environmental Assessment, the Agency has also prepared a proposed Amended Finding of No Significant Impact/Mitigated Negative Declaration [FONSI/MND] of environmental impacts with respect to the DDA and the proposed Amendment No. 1; 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 and Agency have considered the environmental effects of the DDA and proposed Amendment No. 1, and have 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 Council certifies that the Amended Environmental Assessment of environmental impacts, and the Amended FONSI/MND, with respect to the DDA and proposed Amendment No. 1, have been prepared and completed in compliance with the CEQA and State and local regulations and guidelines adopted pursuant thereto, and NEPA and that the Agency has certified thereto.

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

3. That the 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 City Heights Redevelopment Project is to be undertaken, as a result of the DDA and proposed Amendment No. 1, which will require important revisions in the FEIR for the City Heights Redevelopment 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 City Heights Redevelopment Project has become available which was not known or could not have been known at the time the FEIR for the City Heights Redevelopment Project was certified as complete, and which shows that the City Heights Redevelopment 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 City Heights Redevelopment Project on the environment; and

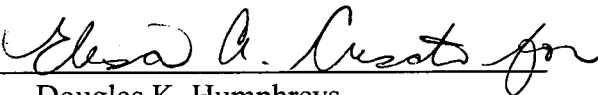
c. The City Heights Redevelopment Project will have no significant effect on the environment, except as identified and considered in the FEIR, provided, however, that the DDA and Amendment No. 1 will not cause any significant adverse impact on the environment with respect even to those effects of the overall City Heights Redevelopment Project which cannot be avoided; and

d. The significant environmental effects of the overall Project, which cannot be avoided, remain acceptable as identified and considered in resolution R-02068 of the Agency, and Resolution No. R-279878 of the City Council; and

e. The Amended FONSI/MND of the environmental effects of the DDA and proposed Amendment No. 1 is approved; and

f. The Amended Mitigation, Monitoring and Reporting Program (attached hereto and incorporated herein by this reference in Exhibit A) for implementation of the DDA and Amendment No. 1 is approved and adopted.

APPROVED: CASEY GWINN, City Attorney

By: 
Douglas K. Humphreys
Deputy City Attorney

DKH:ai
1/10/02
Or.Dept:REDV
Aud.Cert:n/a
R-2002-961
Redev:RA-2002-80
Form=r&t-comp.frm

[du/ac][up to 54 du/ac on lots 10,000 square feet in size or larger]). The subject property is comprised of Lots 39-48, Block 27, Teralta Resubdivision of Blocks K and L, Map No. 1037; Portion of I-15 Freeway right-of-way; and portion of an alley to be vacated. Applicants: Pearson Ford and the City of San Diego Redevelopment Agency.

COMMUNITY PLAN AREA: Mid-City (City Heights)

COUNCIL DISTRICT: 3

FINDING OF NO SIGNIFICANT IMPACT

The City of San Diego has determined that the project will have no significant effect on the environment. Therefore, an Environmental Impact Statement under the National Environmental Policy Act of 1969 (NEPA) and/or an Environmental Impact Report under the California Environmental Quality Act as amended October 1998 (CEQA) is not required, and a combined Finding of No Significant Impact (NEPA)/Mitigated Negative Declaration (CEQA) was prepared. Additional project information is contained in the Environmental Review Record (ERR) on file at Land Development Review Division, Fifth Floor, 1222 First Avenue, San Diego, CA 92101 and may be examined or copied weekdays from 8:00 A.M. to 5:00 P.M.

To request this Finding of No Significant Impact/Mitigated Negative Declaration, Environmental Assessment/Initial Study and/or supporting documents in alternative format, call the Development Services Department at (619) 446-5460 immediately to ensure availability. This information is ALSO available in alternative formats for persons with disabilities. To request this notice in alternative format, call (619) 446-5446 or (800) 735-2929 (TEXT TELEPHONE). For environmental review information, contact Paul Hellman at (619) 446-5346. For information regarding public meetings/hearings on this project, contact Juan Baligad at (619) 446-5276.

PUBLIC COMMENTS

Any individual, group, or agency disagreeing with this determination or wishing to comment on the project may submit written comments to Paul Hellman, City of San Diego Development Services Department, 1222 First Avenue, Fifth Floor, MS 501, San Diego, CA 92101. All comments received by **January 11, 2001** will be considered by Land Development Review prior to authorizing submission of a request for release of funds. Comments should specify which notice they are addressing.

RELEASE OF FUNDS

The City of San Diego certifies to HUD that Bruce Herring in his capacity as Certifying Officer consents to accept the jurisdiction of the Federal Courts if an action is brought to enforce responsibilities in relation to the environmental review process and that these responsibilities have been satisfied. HUD's approval of the certification satisfies its responsibilities under NEPA and related laws and authorities, and allows the City of San Diego to use Program funds.

OBJECTIONS TO RELEASE OF FUNDS

HUD will accept objections to its release of funds and the City of San Diego's certification for a period of fifteen days following the anticipated submission date or its actual receipt of the request (whichever is later) only if they are on one of the following bases: (a) the certification was not executed by the Certifying Officer of the City of San Diego; (b) the City of San Diego has omitted a step or failed to make a decision or finding required by HUD regulations at 24 CFR Part 58; (c) the grant recipient has committed funds or incurred costs not authorized by 24 CFR Part 58 before approval of release of funds by HUD; or (d) another Federal agency acting pursuant to 40 CFR



DEC 17 2001

**THE CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT**

Date Of Notice: **December 13, 2001**

**NOTICE OF COMBINED FINDING OF NO SIGNIFICANT IMPACT/MITIGATED NEGATIVE
DECLARATION AND
NOTICE OF INTENT TO REQUEST RELEASE OF FUNDS**

City of San Diego
Development Services Department
LAND DEVELOPMENT REVIEW DIVISION
1222 First Avenue, Fifth Floor
San Diego, CA 92101
(619) 446-5460

These notices shall satisfy two separate but related procedural requirements for activities to be undertaken by the City of San Diego.

REQUEST FOR RELEASE OF FUNDS

On or about **January 22, 2001**, the City of San Diego WILL REQUEST THE U.S. Department of Housing and Urban Development (HUD) to release Federal funds under the Public Housing Fund Program (PHF), pursuant to Section 201 of the Omnibus Consolidated Rescissions and Appropriations Act (OCRA) of 1996 (PL 104-134) for the following project:

LDR No. 40-0508

Subject: Regional Transportation Center (LDR NO. 40-0508), DISPOSITION AND DEVELOPMENT AGREEMENT (DDA) AMENDMENT, MID-CITY DEVELOPMENT PERMIT (MCD), CONDITIONAL USE PERMIT (CUP), SITE DEVELOPMENT PERMIT (SDP) PARCEL MAP (PM) , AND STREET VACATION. RELEASE OF HOUSING AND URBAN DEVELOPMENT (HUD) SECTION 108 LOAN GUARANTEE and ECONOMIC DEVELOPMENT INITIATIVE (EDI) PROGRAM FUNDING. The project proposes to develop a 1.39-acre site as a 40,347 square-foot Regional Transportation Center (RTC) complex with on-site parking for 133 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 comprised of an auditorium and orientation room, an 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. 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. The subject property is located within the Mid-City Communities Planned District and is zoned CN-1 (commercial node), CL-1 (commercial linear), CL-1T (commercial linear residential transition) and MR-100B Zone (multiple-family residential, maximum density of 43 dwelling units per acre.

R-200004

Part 1504 has submitted a written finding that the project is unsatisfactory from the standpoint of environmental quality. Objections must be prepared and submitted in accordance with the required procedures (24 CFR Part 58) and shall be addressed to Environmental Clearance Officer, U.S Department of Housing and Urban Development, 611 West 6th Street, Los Angeles, CA 90017. Potential objectors should contact HUD to verify the actual last day of the objection period.

Bruce Herring
Deputy City Manager
City of San Diego
202 C Street, Ninth Floor
San Diego, CA 92101

R- 295994

**U.S. DEPARTMENT OF HOUSING AND
URBAN DEVELOPMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM AND
CITY OF SAN DIEGO, CALIFORNIA
LDR NO. 40-0508**

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 (LDR NO. 40-0508), DISPOSITION AND DEVELOPMENT AGREEMENT (DDA) AMENDMENT; MID-CITY DEVELOPMENT PERMIT (MCD), CONDITIONAL USE PERMIT (CUP), SITE DEVELOPMENT PERMIT (SDP), AND STREET VACATION. RELEASE OF HOUSING AND URBAN DEVELOPMENT (HUD) SECTION 108 LOAN GUARANTEE and ECONOMIC DEVELOPMENT INITIATIVE (EDI) PROGRAM FUNDING. The project proposes to develop a 1.39-acre site as an 40,347 square-foot Regional Transportation Center (RTC) complex with on-site parking for 133 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 comprised of an auditorium and orientation room, an 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. 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. The subject property is located within the Mid-City Communities Planned District and is zoned CN-1 (commercial node), CL-1 (commercial linear), CL-1T (commercial linear residential transition) and MR-100B 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 subject property is comprised of Lots 39-48, Block 27, Teralta Resubdivision of Blocks K and L, Map No. 1037; Portion of I-15 Freeway right-of-way; and 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.

R-295994

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, and the California Environmental Quality Act (CEQA) and State CEQA Guidelines, the City of San Diego has conducted an Environmental Assessment pursuant to NEPA and an 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, completed 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 of the City of San Diego Development Services Department, Fifth Floor, Development Services Center, 1222 First Avenue, San Diego, CA 92101.

V. MITIGATING MEASURES:

Noise, 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.

Historical Resources (Archaeology)

2. Prior to the recordation of the first final map, and/or issuance of a Notice to Proceed (NTP), grading permit, or demolition permit, the applicant shall provide a letter of verification to the Assistant Deputy Director (ADD) of Land Development Review (LDR) stating that a qualified archaeologist, as defined in the City of San Diego Historical Resources Guidelines, has been retained to implement the monitoring program. **A SECOND LETTER SHALL BE SUBMITTED TO THE MITIGATION MONITORING COORDINATION (MMC) AT LEAST THIRTY DAYS PRIOR TO THE PRECONSTRUCTION MEETING AND SHALL INCLUDE THE NAMES OF ALL PERSONS INVOLVED IN THE ARCHAEOLOGICAL MONITORING OF THIS PROJECT.**
3. **PRIOR TO THE ISSUANCE OF THE FIRST GRADING PERMIT, THE**

ADD SHALL VERIFY THAT THE REQUIREMENT FOR ARCHAEOLOGICAL MONITORING AND NATIVE AMERICAN MONITORING, IF APPLICABLE, HAS BEEN NOTED ON THE GRADING PLANS.

4. Prior to beginning construction (any work on-site), the owner/permittee shall arrange a Preconstruction Meeting that shall include the Archaeologist, Construction Manager or Grading Contractor, Resident Engineer (RE) and MMC. The qualified archaeologist shall attend any grading related preconstruction meetings to make comments and/or suggestions concerning the archaeological monitoring program with the construction manager and/or grading contractor.

AT THE PRECONSTRUCTION MEETING, THE ARCHAEOLOGIST SHALL SUBMIT TO MMC A COPY OF THE SITE/GRADING PLAN (REDUCED TO 11X17) THAT IDENTIFIES AREAS TO BE MONITORED. THE ARCHAEOLOGIST ALSO SHALL SUBMIT A CONSTRUCTION SCHEDULE INDICATING WHEN MONITORING IS TO OCCUR.

THE QUALIFIED ARCHAEOLOGIST SHALL COMPLETE A RECORDS SEARCH PRIOR TO THE PRECONSTRUCTION MEETING AND BE PREPARED TO INTRODUCE ANY PERTINENT INFORMATION CONCERNING EXPECTATIONS AND PROBABILITIES OF DISCOVERY DURING TRENCHING AND/OR GRADING ACTIVITIES. THE ARCHAEOLOGIST SHALL NOTIFY MMC OF THE START AND END OF MONITORING.

5. The qualified archaeologist shall be present full-time during grading/excavation of native soils and shall document activity via the Consultant Site Visit Record. These records shall be faxed to the RE and MMC each month.
6. **IN THE EVENT OF A DISCOVERY, AND WHEN REQUESTED BY THE ARCHAEOLOGIST, THE CITY RESIDENT ENGINEER SHALL DIVERT, DIRECT OR TEMPORARILY HALT GROUND DISTURBING ACTIVITIES IN THE AREA OF DISCOVERY TO ALLOW FOR PRELIMINARY EVALUATION OF POTENTIALLY SIGNIFICANT ARCHAEOLOGICAL RESOURCES. THE ARCHAEOLOGIST WITH PRINCIPAL INVESTIGATOR (PI) LEVEL EVALUATION RESPONSIBILITIES SHALL ALSO IMMEDIATELY NOTIFY MMC STAFF OF SUCH FINDING AT THE TIME OF DISCOVERY. MMC WILL PROVIDE APPROPRIATE LDR STAFF CONTACT FOR CONSULTATION.**

The significance of the discovered resources shall be determined by the archaeologist in consultation with LDR and the Native American community, if applicable. LDR must concur with the evaluation before grading activities will

R-295994

be allowed to resume. For significant archaeological resources, a Research Design and Data Recovery Program shall be prepared and carried out to mitigate impacts **before** ground disturbing activities in the area of discovery will be allowed to resume.

7. If human remains are discovered, work shall halt in that area and procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be followed by the archaeological monitor after notification to the County Coroner by the City RE. If Native American remains are present, the County Coroner shall contact the Native American Heritage Commission to designate a Most Likely Descendant, who will arrange for the dignified disposition and treatment of the remains. Ground disturbing activities shall be allowed to resume in the area of discovery upon completion of the above requirements, to the satisfaction of LDR.
8. The archaeologist shall be responsible for ensuring that all cultural remains collected are cleaned, catalogued, and permanently curated with an appropriate institution; that a letter of acceptance for the curation institution has been submitted to MMC; that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
9. Prior to the release of the grading bond, two copies of a monitoring results report (even if negative) and/or evaluation report, if applicable, which describes the results, analysis, and conclusions of the archaeological monitoring program (with appropriate graphics) shall be submitted to MMC for approval by the ADD of LDR and one copy sent to the RE.
10. For significant archaeological resources encountered during monitoring, the Research Design and Data Recovery Program shall be included as part of the final evaluation monitoring report. Two copies of the final monitoring report for significant archaeological resources, if required, shall be submitted to MMC for approval by the ADD of LDR and one copy sent to the RE.
11. The archaeologist shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms - DPR 523 A/B) any significant or potentially significant resources encountered during the archaeological monitoring program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center at San Diego State University with the final monitoring results report.

Paleontological Resources

12. Prior to the recordation of the first final map, and/or issuance of a Notice to Proceed (NTP), grading permit, or demolition permit, , the applicant shall provide a letter of verification to the Environmental Review Manager (ERM) of Land Development Review (LDR) stating that a qualified paleontologist as defined in the City of San Diego Paleontological Guidelines, has been retained to implement the monitoring program. A SECOND LETTER SHALL BE SUBMITTED TO MITIGATION MONITORING COORDINATION (MMC) OF LDR AT LEAST THIRTY DAYS PRIOR TO THE PRECONSTRUCTION MEETING AND SHALL INCLUDE THE NAMES OF ALL PERSONS INVOLVED IN THE PALEONTOLOGICAL MONITORING OF THIS PROJECT.
13. PRIOR TO THE ISSUANCE OF THE FIRST GRADING PERMIT, THE ERM SHALL VERIFY THAT THE REQUIREMENT FOR PALEONTOLOGICAL MONITORING HAS BEEN NOTED ON THE GRADING PLANS.
14. Prior to beginning construction (any work on site), the applicant shall arrange a Preconstruction Meeting that shall include the Paleontologist, Construction Manager or Grading Contractor, Resident Engineer (RE), and MMC. The qualified paleontologist shall attend any grading related preconstruction meetings to make comments and/or suggestions concerning the paleontological monitoring program with the construction manager and/or grading contractor. AT THE PRECONSTRUCTION MEETING THE PALEONTOLOGIST SHALL SUBMIT TO MMC A COPY OF THE SITE/GRADING PLAN (REDUCED TO 11X17) THAT IDENTIFIES AREAS TO BE MONITORED. THE PALEONTOLOGIST ALSO SHALL SUBMIT A CONSTRUCTION SCHEDULE INDICATING WHEN MONITORING IS TO OCCUR. THE PALEONTOLOGIST SHALL NOTIFY MMC OF THE START AND END OF MONITORING.
15. The qualified paleontological monitor shall be present full-time during the initial cutting of previously undisturbed formations with high and moderate resource sensitivity at depths of 10 feet or greater and shall document activity via the Consultant Site Visit Record. This record shall be faxed to the RE and MMC each month. Monitoring may be decreased at the discretion of the qualified paleontologist, provided they contact MMC and consult with appropriate EAS Staff. The decrease will depend on the rate of excavation, the materials excavated, and the abundance of fossils. It is the contractor's responsibility to keep the monitors up-to-date with current plans.
16. IN THE EVENT OF A SIGNIFICANT PALEONTOLOGICAL DISCOVERY, AND WHEN REQUESTED BY THE PALEONTOLOGIST, THE CITY RESIDENT ENGINEER (RE) SHALL DIVERT, DIRECT, OR TEMPORARILY HALT CONSTRUCTION ACTIVITIES IN THE AREA OF DISCOVERY TO ALLOW RECOVERY OF FOSSIL REMAINS. THE DETERMINATION OF SIGNIFICANCE SHALL BE AT THE DISCRETION OF THE QUALIFIED

PALEONTOLOGIST. THE PALEONTOLOGIST WITH PRINCIPAL INVESTIGATOR(PI) LEVEL EVALUATION RESPONSIBILITIES SHALL ALSO IMMEDIATELY NOTIFY MMC STAFF OF SUCH FINDING AT THE TIME OF DISCOVERY. MMC STAFF WILL PROVIDE APPROPRIATE LDR STAFF CONTACT FOR CONSULTATION.

17. The paleontologist shall be responsible for preparation of fossils to a point of curation as defined by the City of San Diego Paleontological Guidelines, and submittal of a letter of acceptance from a local qualified curation facility. If the fossil collection is not accepted by a local qualified facility for reasons other than inadequate preparation of specimens, the project paleontologist shall contact LDR to suggest an alternative disposition of the collection.
18. The paleontologist shall be responsible for the recordation of any discovered fossil sites at the San Diego Natural History Museum.
19. Prior to the release of the grading bond, two copies of a monitoring results report (even if negative) and/or evaluation report, if applicable, which describes the results, analysis, and conclusions of the archaeological monitoring program (with appropriate graphics) shall be submitted to MMC for approval by the ADD of LDR and one copy sent to the RE.

Utilities (Water and Sewer)

20. Prior to the issuance of final building permits, the applicant shall redesign the sewer line and its connections so that a minimum flowage rate of 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.

Transportation/Circulation

21. Prior to the issuance of certificate of occupancy, the applicant shall construct a raised median along the project frontage on El Cajon Boulevard from the limit line at the intersection of El Cajon Boulevard/I-15 northbound on-ramp to approximately 75 feet east of the center of the intersection of 41st Street/El Cajon Boulevard to the satisfaction of the City Engineer. Design and installation of this median, and any needed re-striping shall be done according to the improvement plans of the "Mid City Transit Gateway" project (drawing number 31330, work order number 392320). In the event that the "Mid City Transit Gateway" project has already begun construction of the median on this section of El Cajon Boulevard, the applicant would no longer be responsible for the installation of the above mentioned median.

Mitigation Deposit

22. The above mitigation monitoring and reporting program will require a deposit of \$900.00 to be collected prior to the issuance of 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/Mitigated Negative Declaration was published in the San Diego Daily Transcript. Draft copies or notice of this Finding of No Significant Impact/Mitigated 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)
California Environmental Protection Agency (37A)
Regional Water Quality Control Board, Region 9 (44)

County of San Diego

Air Pollution Control District (65)
Education Department (66)
Environmental Health, Hazardous Materials Management Division (75)
Environmental Health, Site Assessment and Mitigation Division (76)

City of San Diego

Councilmember Atkins, District 3 (MS 10A)
Community and Economic Development (MS 3A)
Engineering and Capital Projects (MS 9B)
Environmental Services (93A)
Fire and Life Safety Services (79)
Historical Resources Board (87)
City Heights/Weingart Library Branch (MS 17)

Development Services (MS 501, MS 4A)
Water (MS 9A)

Mid-City Development Corporation (286)
City Heights Area Planning Committee (287)

City Heights Business Improvement Association
El Cajon Boulevard Business Improvement Association
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)

San Diego County Archaeological Society, Inc. (218)

Kumeyaay Cultural Repatriation Committee (225)

Pearson Ford c/o Kent Trimble Company, Applicant

David Cross, Architect

*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 (225F)

*Jamul Band of Mission Indians (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 Diegueno 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)

*Rincon Band of Luiseno Mission Indians (225Q)

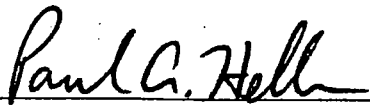
*Los Coyotes Band of Mission Indians (225R)

*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.~~
- () 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.



Paul Hellman, Senior Planner
Development Services Department

December 13, 2001
Date of Draft Report

Date of Final Report

Analyst: Forburger

R- 295994

City of San Diego
Development Services Department
LAND DEVELOPMENT REVIEW DIVISION
1222 First Avenue, Fifth Floor
San Diego, CA 92101
(619) 446-5460

ENVIRONMENTAL ASSESSMENT (NEPA/HUD)
INITIAL STUDY (CEQA)
LDR No. 40-0508

Responsible Entity [24 CFR 58.2(a)(7)]: City of San Diego

Certifying Officer [24 CFR 58.2(a)(2)]: Bruce Herring, Deputy City Manager

Project Name: Regional Transportation Center (RTC)

Project Location: 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.

Estimated Total Project Costs: \$1,105,884.14 Economic Development Initiative-EDI-Grant (remainder of \$1,485,000 Grant not yet expended). \$2.5 million Section 108 Loan funds have been expended.

Grant Recipient [24 CFR 58.2(a)(5)]: City of San Diego

Recipient Address: 1222 First Avenue, San Diego, CA 92101

Project Representative: Paul Hellman, Senior Planner (Environmental)

Telephone Number: (619) 446-5346

Conditions of Approval: (List all mitigation measures adopted by the responsible entity to eliminate or minimize adverse environmental impacts. These conditions must be included in project contracts or other relevant documents as requirements). [24 CFR 58.40(d), 40 CFR 1505.2(c)].

- Please refer to Section V., Mitigation Measures, of the Mitigated Negative Declaration/Finding of No Significant Impact

FINDING: [58.40(g)]

X **Finding of No Significant Impact**

(The project will not result in a significant impact on the quality of the human environment, based on mitigation requirements outlined in Section V. of the Mitigated Negative Declaration/Finding of No Significant Impact)

___ **Finding of Significant Impact**

(The project may significantly affect the quality of the human environment)

Preparer Signature: Kristen P. Forburger Date: 12/13/01
Kristen Forburger, Assistant Planner, City of San Diego

Approving Official Signature: Paul G. Hellman Date: 12/13/01
Paul Hellman, Senior Planner, City of San Diego

Statement of Purpose and Need for the Proposal: [40 CFR 1508.9(b)]

The project proposes to develop a 1.39-acre site as a 40,347 square-foot Regional Transportation Center (RTC) complex with on-site parking for 133 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 comprised of an auditorium and orientation room, an 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 (Figure 2).

Description of the Proposal: [24 CFR 58.32, 40 CFR 1508.25].

DISPOSITION AND DEVELOPMENT AGREEMENT (DDA) AMENDMENT; MID-CITY DEVELOPMENT PERMIT (MCD), CONDITIONAL USE PERMIT (CUP), SITE DEVELOPMENT PERMIT (SDP), PARCEL MAP (PM), AND STREET VACATION.

Previous Environmental Documentation

One environmental document (Mitigated Negative Declaration/Finding of No Significant Impact (LDR No. 99-0565, SCH No. 99091092) has been prepared for the subject property. The document provided a discussion on various potentially significant impacts associated with the construction of the Regional Transportation Center (RTC). Technical studies that addressed issues for this project concluded that impacts would result with project implementation and, therefore, mitigation was required.

- 1.) *Regional Transportation Center (RTC), MND/FONSI LDR No. 99-0565, March 10, 2000.*

R-295994

Applicable Plans and Ordinances

Mid-City Communities Plan (1998)

Development in City Heights is governed by the Mid-City Communities Plan adopted by the City Council on August 4, 1998 by Resolution Number R-290608. The Mid-City Communities Plan defines land uses and provides recommendations for guiding future public and private development and how to implement the action plan. The project site is located in the City Heights Community of the Mid-City Communities Planning Area. The Mid-City Communities Plan designates the area surrounding the 1-15/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.

Project Location

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 (Figure 1). The subject property is located within the Mid-City Communities Planned District and is zoned CN-1 (commercial node), CL-1 (commercial linear), CL-1T (commercial linear residential transition) and MR-100B 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 subject property is comprised of Lots 39-48, Block 27, Teralta Resubdivision of Blocks K and L, Map No. 1037; Portion of 1-15 Freeway right-of-way; and portion of an alley to be vacated.

Project Description

The project proposes to develop a 1.39-acre site as a 40,347 square-foot Regional Transportation Center (RTC) complex with on-site parking for 133 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 comprised of an auditorium and orientation room, an 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 (Figures 2, 3, & 4).

Existing Conditions and Trends: Describe the existing conditions of the project area and its surroundings, and trends likely to continue in the absence of the project. [24 CFR 58.40(a)].

Existing Site Conditions and Surrounding Land Uses

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 MR-100B 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]).

Surrounding development and zoning consist of the I-15 Freeway to the west in the CN-1, CN-1T (commercial node residential transition) and MR-100B 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 to the east; and a mix of single- and multiple-family residences in the MR-100B zone to the south.

STATUTORY CHECKLIST

[24 CFR § 58.5]

For each listed statute, executive order or regulation, record the determinations made. Note reviews and consultations completed as well as any applicable permits or approvals obtained. Attach evidence that all required actions have been taken. Record any conditions or mitigation measures required. Then, make a determination of compliance or consistency.

Factors	Determinations and Compliance Documentation
Historic Preservation [36 CFR 800]	<i>See discussion Attachment A: Additional Information under Historic, Cultural and Archaeological Resources. A Mitigation, Monitoring and Reporting Program will be required for implementation of the proposed project.</i>
Floodplain Management [24 CFR 55, Executive Order 11988]	<i>The project site is not within a floodplain. No impact anticipated. The project site is identified on FIRM Panel Number 1638, dated June 19, 1997.</i>
Wetlands Protection [Executive Order 11990]	<i>The project site is not within a wetland or wetland habitat.</i>
Coastal Zone Management Act [Sections 307(c), (d)]	<i>The proposed project is not within the California Coastal Zone and a Coastal Development Permit is not required. The proposed project would not impact any coastal resources.</i>
Sole Source Aquifers [40 CFR 149]	<i>The proposed project would not affect underground aquifers.</i>
Endangered Species Act [50 CFR 402]	<i>Due to the highly urbanized nature of the area, there are no sensitive plant or animal species, habitats, or wildlife migration corridors within or adjacent to the project area.</i>
Wild and Scenic Rivers Act [Sections 7(b), (c)]	<i>No wild or scenic rivers exist within or in the vicinity of the project area.</i>

R- 295994

<p>Air Quality [Clean Air Act, Sections 176(c) and (d), and 40 CFR 6, 51, 93]</p>	<p><i>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 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 follow up 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.</i></p>
	<p><i>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.</i></p>
<p>Farmland Protection Policy Act [7 CFR 658]</p>	<p><i>Mid-City is an urban environment with no agricultural resources. As such, no impacts would result from implementation of the proposed activity.</i></p>
<p>Environmental Justice [Executive Order 12898]</p>	<p><i>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.</i></p>

HUD Environmental Standards	Determinations and Compliance Documentation
Noise Abatement and Control [24 CFR 51 B]	<p><i>To address noise impacts 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 with the proposed 6 foot high noise wall, would reduce the noise impact associated with the project to below a level of significance:</i></p> <ul style="list-style-type: none"> • <i>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.</i> <p><i>Ambient noise from future traffic associated with the Interstate 15 Freeway, 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.</i></p>
Toxic or Hazardous Substances and Radioactive Materials [HUD Notice 79-33]	<p><i>For a complete discussion, please see Attachment A: Additional Information</i></p>
Siting of HUD-Assisted Projects near Hazardous Operations [24 CFR 51 C]	<p><i>The proposed activity site is not located adjacent to any uses associated with hazardous materials, as such no impacts would result from implementation of the proposed project.</i></p>
Airport Clear Zones and Accident Potential Zones [24 CFR 51 D]	<p><i>The proposed activity is not located in the Airport Approach Overlay Zone for Lindbergh Field or within the Airport Environs Overlay Zone.</i></p>

ENVIRONMENTAL ASSESSMENT CHECKLIST

[Environmental Review Guide HUD CPD 782, 24 CFR 58.40; Ref. 40 CFR 1508.8 & 1508.27]

Evaluate the significance of the effects of the proposal on the character, features and resources of the project area. Enter relevant baseline data and verifiable source documentation to support the finding. Then enter the appropriate impact code from the following list to make a finding of impact. **Impact Codes:** (1)- No impact anticipated; (2)- Potentially beneficial; (3)- Potentially adverse; (4)- Requires mitigation; (5)- Requires project modification. Note names, dates of contact, telephone numbers and page references. Attach additional materials as needed.

<i>Land Development</i>	<i>Code</i>	<i>Source or Documentation</i>
<i>Conformance with Comprehensive Plans and Zoning</i>	<i>1</i>	<p>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).</p> <p>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.</p>
<i>Compatibility and Urban Impact</i>	<i>4</i>	<i>For a complete discussion, Please see Attachment A: Additional Information</i>
<i>Slope</i>	<i>1</i>	<i>The project site has been previously graded with a slope gradient of less than ten percent. No impact.</i>
<i>Erosion</i>	<i>1</i>	<i>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.</i>
<i>Soil Suitability</i>	<i>1</i>	<i>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 not does not pose a significant risk for liquefaction, lurching and subsidence. Adherence to standard engineering and design practices would avoid any potential impacts.</i>
<i>Hazards and Nuisances including Site Safety</i>	<i>4</i>	<i>Please refer to the Toxic or Hazardous Substances and Radioactive Materials discussion in Attachment A: Additional Information</i>

<i>Energy Consumption</i>	<i>1</i>	<i>The proposed development would not require excessive amounts of energy for operation and/or implementation. No impacts anticipated.</i>
<i>Noise- Contribution to Community Noise Levels</i>	<i>4</i>	<i>Please see discussion above under HUD Environmental Standards.</i>
<i>Air Quality Effects of Ambient Air Quality on Project and Contribution to Community Pollution Levels</i>	<i>3</i>	<i>Please refer to Air Quality discussion in the Statutory Checklist</i>
<i>Environmental Design Visual Quality- Coherence, Diversity, Compatible Use and Scale</i>	<i>4</i>	<p><i>The project site presently contains two structures which are the remainder of nine structures on seven parcels on the easterly portion of the site, with the westerly portion being vacant. The proposed project would demolish all remaining buildings on the project site. These include the Furniture Clearance Center and a vacant commercial building.</i></p> <p><i>Conceptual elevations for the Regional Transportation Center project indicate a "retro" 1950's style combined with a 21st Century high-tech look employing considerable glass with split-face concrete masonry, stucco and aluminum element (Figures 5&6). Height of the main buildings roof line would be 60 feet. Project elevations indicate one identification sign. The sign would be a freeway-oriented sign 60 feet in height attached to the building facade</i></p> <p><i>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.</i></p>

<i>Socioeconomic</i>	<i>Code</i>	<i>Source or Documentation</i>
<i>Demographic Character Changes</i>	<i>1</i>	<i>The proposed project would not alter significantly the demographic character of the surrounding neighborhood.</i>
<i>Displacement</i>	<i>3</i>	<i>Implementation of the proposed project has resulted in acquisition of land and relocation of businesses, social services and residents within the site vicinity. Of the nine structure which occupied the site, one (Furniture Clearance Center) is currently in operation. Relocating this business within the vicinity would be consistent with the applicable community plan and would be a permitted use within the land use zone or allowed by a conditional use permit. The loss of the business during their relocation would be temporary and not significant.</i>

<i>Employment and Income Patterns</i>	<i>2</i>	<i>Development of this property into the Regional Transportation Center would help to improve and revitalize the economic viability of this blighted area.</i>
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<i>Community Facilities and Services</i>	<i>Code</i>	<i>Source or Documentation</i>
<i>Educational Facilities</i>	<i>1</i>	<i>Area schools would not be impacted by the development of the Regional Transportation Center.</i>
<i>Commercial Facilities</i>	<i>2</i>	<i>Development of the Regional Transportation Center in this blighted neighborhood would help to improve and revitalize the economic viability of the area.</i>
<i>Health Care</i>	<i>1</i>	<i>Health care would not be impacted by the development of the Regional Transportation Center.</i>
<i>Social Services</i>	<i>3</i>	<i>The buildings containing the SDSU June Burnett Institute/San Diego Choice Program and the 41st Street Faroly Resource Center have been demolished as part of the project. Relocating these social services within the project vicinity has been consistent with the applicable community plan and permitted by means or conditional use permits. The loss of the social services during their relocation has been temporary and not significant.</i>
<i>Solid Waste</i>	<i>3</i>	<i>Development of the Regional Transportation Center would not 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.</i> <i>Adherence to City standards concerning waste reduction and recycling would result in an impact that is less than significant.</i>

Wastewater	4	<p>An existing on-site six-inch-diameter sewer located beneath the alley proposed for vacation 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 vacation 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.</p> <p>The Wastewater Review Section of the Development Services 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.</p> <p>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 this 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.</p>
Storm Water	1	<p>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.</p>
Water Supply	1	<p>An existing on-site eight-inch-diameter water line located beneath the alley proposed for vacation 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 vacation would be abandoned in place. The relocated eight-inch-diameter water line 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 water line are anticipated.</p>
Public Safety - Police	1	<p>The proposed development would not impact the level of existing police protection services within the area.</p>
- Fire	1	<p>No impacts to fire protection services are anticipated as a result of this project.</p>
-Emergency Medical	1	<p>No impacts to emergency medical services are anticipated as a result of this project.</p>

<i>Open Space and Recreation</i> <i>-Open Space</i>	<i>1</i>	<i>Development of the proposed project would have no impact on any designated open space.</i>
<i>- Recreation</i>	<i>1</i>	<i>Development of the proposed project would not impact any recreational facilities.</i>
<i>Cultural Facilities</i>	<i>2</i>	<i>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.</i>
<i>Transportation</i>	<i>4</i>	<i>For complete discussion of Transportation Impacts, Please see Attachment A: Additional Information.</i>

<i>Natural Features</i>	<i>Code</i>	<i>Source or Documentation</i>
<i>Water Resources</i>	<i>1</i>	<i>The project would not discharge into groundwater or alter groundwater quality within the area.</i>
<i>Surface Water</i>	<i>1</i>	<i>The project would not discharge into or affect any bodies of surface water. No surface waters exist in the vicinity of the project site.</i>
<i>Unique Natural Features and Agricultural Lands</i>	<i>4</i>	<p><i>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. 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 (MMRP) 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.</i></p> <p><i>Implementation of the MMRP would reduce potential impacts to below a level of significance. An MMRP 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, and recovery of resources.</i></p>

<i>Vegetation and Wildlife</i>	<i>1</i>	<i>Due to the highly urbanized nature of the project area, there are no sensitive plant or animal species, habitats, or wildlife migration corridors within the area.</i>
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Note: The responsible entity must additionally document and ensure compliance with 24 CFR § 58.6 in the Environmental Review Record (ERR), particularly with the Flood Insurance requirements of the Flood Disaster Protection Act and the Buyer Disclosure requirements of the HUD Airport Runway Clear Zone/Clear Zone regulation at 24 CFR 51 Subpart D.

Summary of Findings and Conclusions

The proposed commercial development would not have a significant effect on the environment.

ALTERNATIVES TO THE PROPOSED ACTION

Alternatives and Project Modifications Considered [24 CFR 58.40(e), Ref. 40 CFR 1508.9] (Identify other reasonable courses of action that were considered and not selected, such as other sites, design modifications, or other uses of the subject site. Describe the benefits and adverse impacts to the human environment of each alternative and the reasons for rejecting it.)

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, and auditorium. 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 to the hours of operation.

The project site has been identified for redevelopment in the 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 opened on January 14, 2000 and lies adjacent to the project site on the west. Excess freeway rights-of-way are proposed to be acquired by the City of San Diego Redevelopment Agency and incorporated into the project, but no additional project alternatives are expected.

MITIGATION MEASURES RECOMMENDED [24 CFR 58.40 (d), 40 CFR 1508.20]

(Recommend feasible ways in which the proposal or external factors relating to the proposal should be modified in order to eliminate or minimize adverse environmental impacts.)

Please refer to Section V., Mitigation Measures, of the Mitigated Negative Declaration/Finding of No Significant Impact.

ADDITIONAL STUDIES PERFORMED

None Required.

LIST OF SOURCES, AGENCIES AND PERSONS CONSULTED [24 CFR 1508.9(b)]

Air Quality Impact Analysis, Regional Transportation Center, San Diego, California, by Giroux and Associates, May, 1999.

Hazardous Materials Business Plan for the Regional Transportation Center c/o Pearson Ford, by Kip Prahl Associates, June, 1999.

Historical Survey, Regional Transportation Center by ASM Affiliates, August, 1999. Noise Impact Analysis, Regional Transportation Center, by Giroux and Associates, May, 1999.

James LoBue, Community and Economic Development, personal communication.

Mid-City Communities Plan, City of San Diego

Regional Transportation Center Traffic Impact Analysis, by Katz, Okitsu & Associates, May 30, 2001.

- Figures:**
- 1. Location Map*
 - 2. Site Plan*
 - 3. Ground Floor Plan*
 - 4. Second Floor Plan*
 - 5. North and West Elevation*
 - 6. South and East Elevations*

Attachment: *A. Additional Information*

ATTACHMENT A: ADDITIONAL INFORMATION

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 (1956 or earlier in 2001) 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 Freeway 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 to be demolished exceed 45 years of age; one is still in operation while the other has been demolished. The Art Moderne commercial building located at 4065 El Cajon Boulevard was built about 1930 and was originally a physician's office, followed by a succession of retail uses. This building is now a furniture outlet. The second structure has been demolished and was a modest wood-frame California bungalow located at 4276 41st Street, built about 1920. It remained a private residence.

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.

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

Toxic and Hazardous Substances or Radioactive Material-- 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. A redesign of the fuel system plan to redesign the compressed natural gas skid so the holding tank is underground has been incorporated into the project. 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 matter 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, dated May 1999, 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, 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).

Implementation of standard demolition, grading and construction techniques as required by the San Diego Air Pollution Control District (SDAPCD) Rules and Regulations and the HMMD 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 Study (1995), the site is within Geologic 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 Seismic Safety Study, 1995). Proper engineering design of all new structures would ensure that the potential for geologic impacts from regional hazards would be insignificant.

R-295994

Transportation - Impact Level 4

A traffic impact analysis for the proposed 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, Development Services Center, 1222 1st Avenue, 5th Floor, San Diego. The project would generate about 2,455 Average Daily Traffic (ADT), with 187 trips occurring in the morning peak hour and 266 trips in the evening peak hour. The report analyzed both near and long term intersection operations and roadway segments. The existing plus project traffic volumes can accommodate the proposed RTC within the existing lane configurations.

Roadway segments analyzed include:

- El Cajon Boulevard: I-15 to 41st Street
- El Cajon Boulevard: 41st Street to Marlboro
- 41st Street: South of El Cajon Boulevard

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 Marlboro Avenue
- 41st Street at Project Driveway*

* Unsignalized intersections

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 Volume to Capacity (V/C) Ratio of 2.0 or greater. The traffic study concluded the northbound and southbound left turns out of 41st Street at the intersection of El Cajon Boulevard and 41st Street currently operate at LOS F. The short term intersection operation plus the project would also result in the intersection operating at LOS F with a V/C increase of greater than 2.0. This is considered a significant impact. In order to mitigate the project's impact at El Cajon Boulevard and 41st Street, closure of the median in El Cajon Boulevard is required.

The City of San Diego currently has a Capital Improvement Project (CIP) "Mid City Transit Gateway" (drawing number 31330, work order number 392320), planned and designated along El Cajon Boulevard, which includes installing a landscaped median on El Cajon Boulevard across 41st Street, resulting in restricted right in/right out only operation at this intersection. In the event that the "Mid City Transit Gateway" CIP project does not occur prior to the construction of the Regional Transportation Center (RTC), the project impact at El Cajon Boulevard and 41st Street would be significant and would require that the applicant install a raised median at this intersection, as outlined in Section V. of the Mitigated Negative Declaration/Finding of No Significant Impact, to reduce this significant traffic impact of the project to below a level of significance.

The proposed project requires a minimum of 85 parking spaces based on a ratio 2.1 spaces per 1,000 square feet of floor area. The project site plan proposes 133 on-site spaces including 6 accessible. The proposal includes the construction of a single level subsurface parking facility. To accommodate the construction on this facility, the project would separate the parking operations into two phases: Temporary Parking and Final Parking. Temporary Parking would consist of 4 accessible spaces and 91 standard spaces underground with 2 accessible and 22 standard spaces on the surface. The Final

Parking count would be comprised of 4 accessible and 105 standard underground spaces with 2 accessible and 22 standard spaces on the surface.

Compatibility and Urban Impact - Impact Level 4

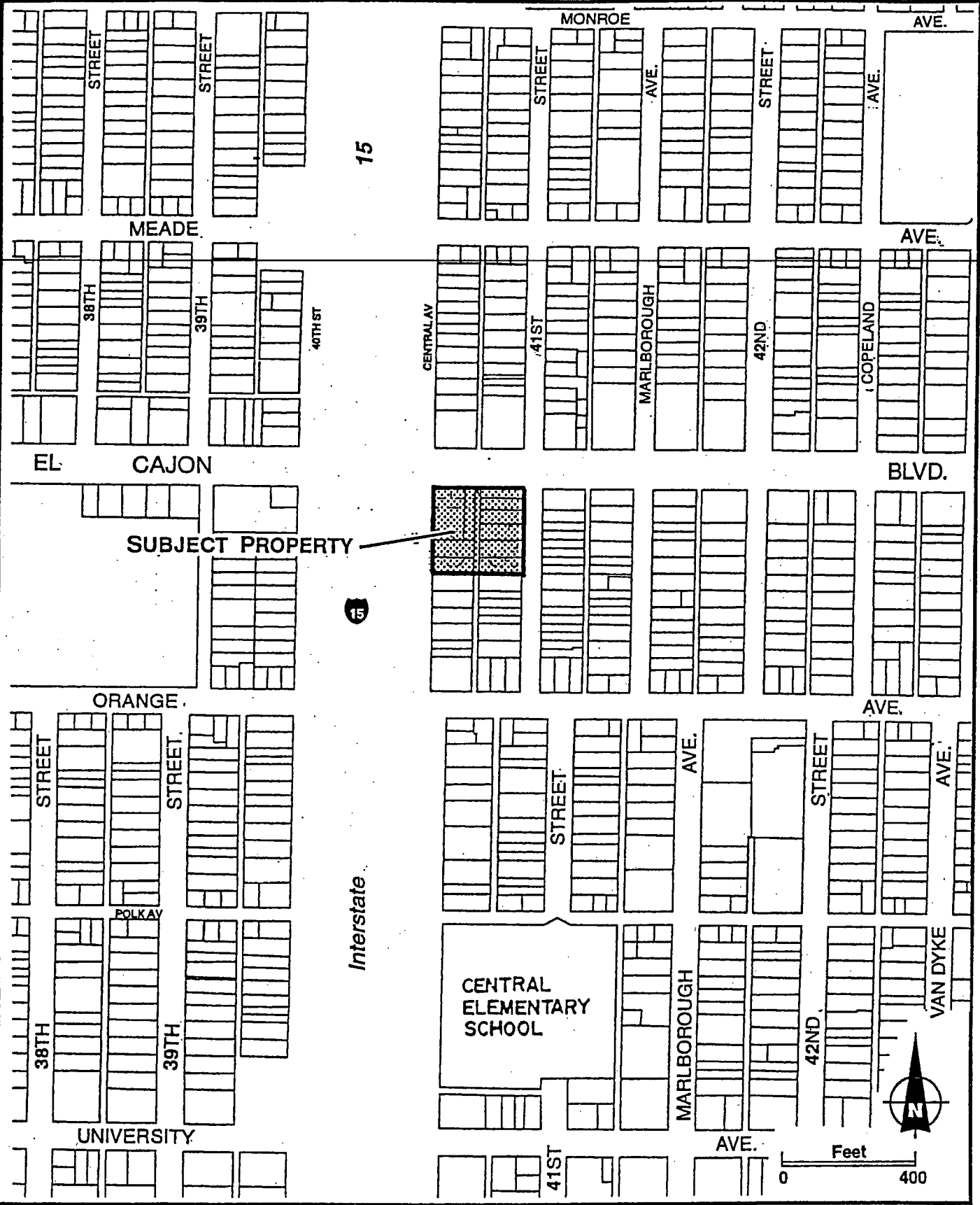
The project has the potential of creating significant impacts associated with light and glare. The original design showed the service bays oriented toward residences located to the south, and the alternative refueling station located near 41st Street, would also be near residences. The approximate distance 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 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.

The proposed six-foot high 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 First Street (Figure 3). However, to reduce the impact to below a significant level, the applicant has agreed to the following additional measure:

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 work. Additionally, as discussed under Light and Glare there would have been impacts associated with automobile headlights, and, if no limits were 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.

R- 295994



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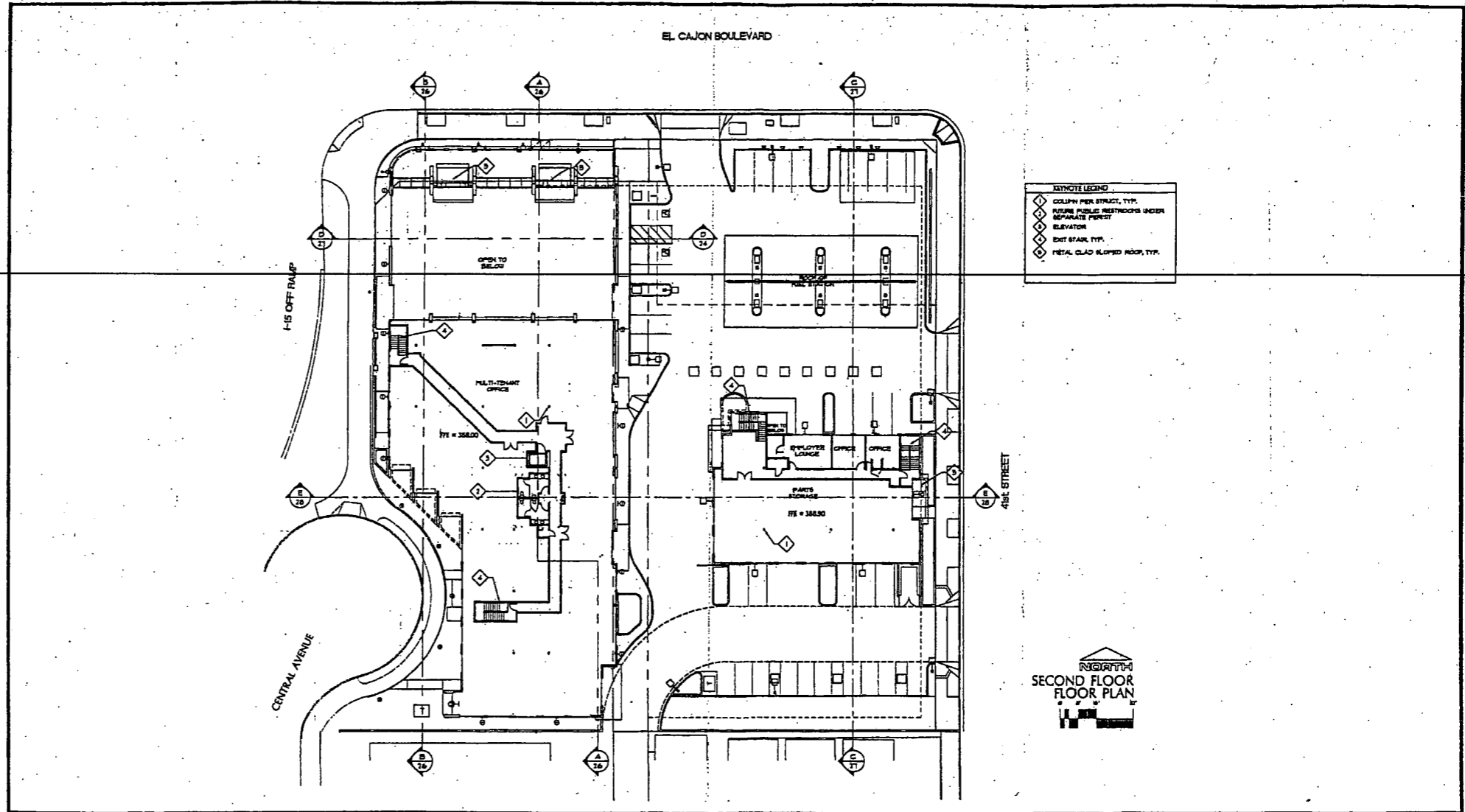


LOCATION MAP

Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

Figure
1



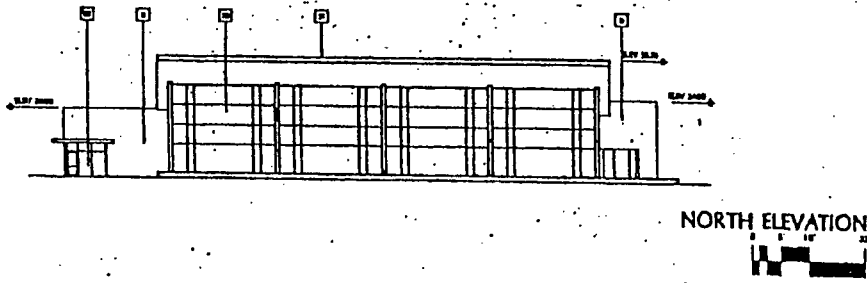
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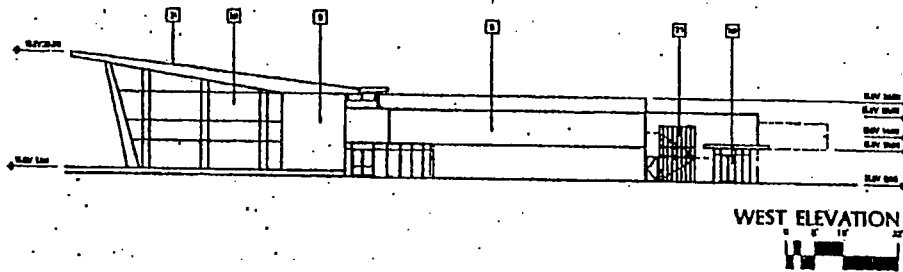


SECOND FLOOR PLAN
 Land Development Review
 CITY OF SAN DIEGO • DEVELOPMENT SERVICES

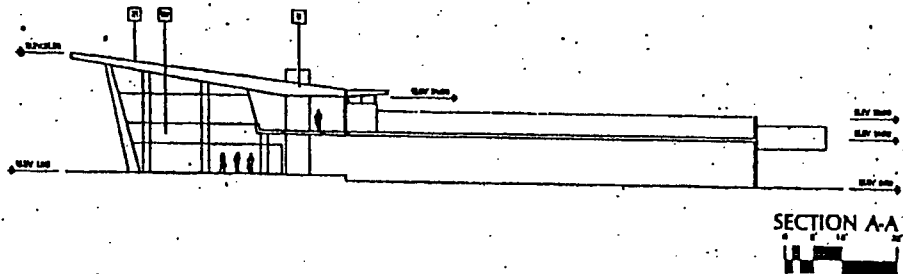
R-295994



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 SIDING
- 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.



NORTH & WEST ELEVATIONS

Environmental Analysis Section

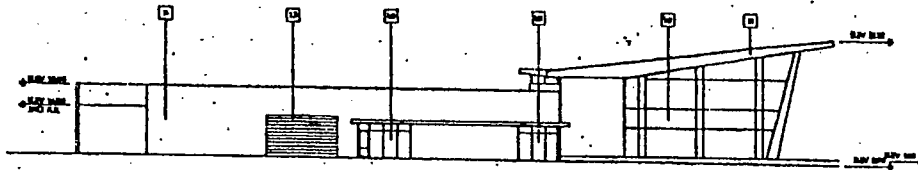
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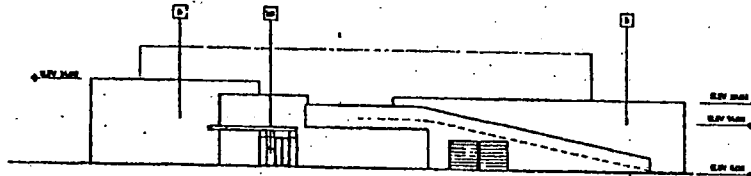
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Figure

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 10' FROM THE EXISTING SIDEWALK ELEVATION.



SOUTH & EAST ELEVATIONS

Environmental Analysis Section

CITY OF SAN DIEGO • PLANNING & DEVELOPMENT REVIEW

99-8565

(214-1746) 3-8-2000 bl

Figure

6