

RESOLUTION NUMBER R-297232

ADOPTED ON OCTOBER 22, 2002

BE IT RESOLVED, by the Council of the City of San Diego, that it is certified that Environmental Impact Report LDR No. 40-1027, on file in the office of the City Clerk, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Code of Regulations section 15000 et seq.), that the report reflects the independent judgment of the City of San Diego as Lead Agency and that the information contained in said report and Strategic Framework Final EIR 40-1027 Errata Sheet dated October 21, 2002, together with any comments received during the public review process, has been reviewed and considered by this Council in connection with the approval of the City of Villages growth strategy - Strategic Framework Element.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and California Code of Regulations section 15091, the City Council adopts the findings made with respect to the project, a copy of which is on file in the office of the City Clerk and incorporated herein by reference.

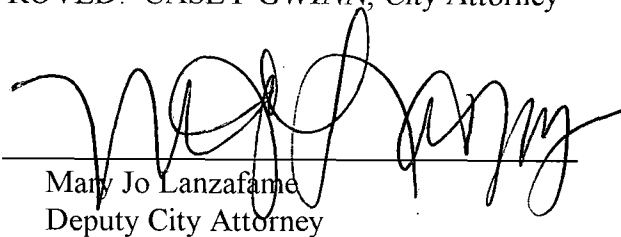
BE IT FURTHER RESOLVED, that pursuant to California Code of Regulations section 15093, the City Council adopts the Statement of Overriding Considerations, a copy of which is on file in the office of the City Clerk and incorporated herein by reference, with respect to the project.

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

BE IT FURTHER RESOLVED, that the City Clerk is directed to file a Notice of Determination [NOD] with the Clerk of the Board of Supervisors for the County of San Diego regarding the above project.

APPROVED: CASEY GWINN, City Attorney

By



Mary Jo Lanzafame
Deputy City Attorney

MJL:pev
8/29/02
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Or.Dept:Planning
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MITIGATION MONITORING AND REPORTING PROGRAM
STRATEGIC FRAMEWORK ELEMENT/CITY OF VILLAGES
(LDR MMRP NO. 40-1027)

Transportation/Circulation

Freeways and Highways

SANDAG's 2020 Regional Transportation Plan estimates that there are 77 (12.5%) directional-miles of freeways and expressways within the region which are currently deficient, operating at LOS F. With the following improvements, it is estimated that even with more people and more vehicles, the LOS F freeways and expressways in the year 2020, the deficient directional miles can be expected to be reduced to 29 miles of the 734 total miles (4%) in 2020. These needed improvements include installation of High Occupancy Vehicle (HOV) lanes on I-5 and I-15, completion of State Routes 52, 56, 54, 125 and 905.

SANDAG modeled the proposed City of Villages strategy with the freeway constraint assumptions for the year 2020. Results showed that the largest numeric and percentage impact would occur on SR 94 with impacts ranging from increases of 6.1% nearest to Downtown decreasing to a 1.3% increase east of College Avenue. The smallest numeric and percentage increases were predicted on Interstate 5 where the increases ranged from 0.4% to 1.4%; generally, the increases decreased both north and south of Downtown. Increases on Interstate 8 ranged from 2.5% to zero moving east to College Avenue. State Route 163 increases ranged from 2.3% to 1.3%; Interstate 805 ranged from 0.4% to 2.0%, and Interstate 15 showed an even increase of 1.6% to 1.8% except for a 3.3% north of its junction with SR 94.

For the surface streets within the urban core area, the modeling showed increases in the First-Fourth Avenue corridor connecting Hillcrest with Downtown. In Mission Valley, the results show significant traffic increases on Camino del Rio South west of Qualcomm Way and the north-south roads, Mission Center Road and Via las Cumbres, which across the river showed increases. In addition, Linda Vista Road showed significant increases.

A traffic model was performed by SANDAG for four scenarios - no project proposal and proposed City of Villages with smart growth assumptions and no project and proposed City of Villages with existing conditions throughout the region. The results for each model run scenario, were presented for regionwide, citywide, downtown area (Centre City), and the intra-city (trips beginning or ending within the City).

As discussed previously, one of the major regional efforts is to provide HOV facilities on I-5 and I-15. The model runs indicate a high use of these facilities; in comparison with all trips, HOV riderships made up nearly 40%. In terms of auto occupancy, it was predicted that the current rate of 1.1 persons per vehicle would increase to 1.35 in the year 2020. This expected driver behavioral change combined with HOV improvements and completed

freeway system resulted in the modeled decrease of 77 miles of current deficient freeways to 29 miles in 2020. The implementation of the transit vision would also contribute to this decrease. In addition to carpooling's positive effect on traffic flow, it along with traffic flow improvements (e.g. HOV facilities) have long been identified as two of four Transportation Control Measures (TCM) in the region's strategy to improve air quality.

Transit and Walking

The traffic model results showed that over 16% of home-to-work trips for the city wide area in 2020, were attributed to transit use and walking. Home-work trips comprise 11% of all daily trips. Two trip types, home-to-other (e.g. shopping trips) and non-home (e.g. lunch trips), comprise 29% and 49%, respectively. The traffic model results showed that transit use and walking was estimated to comprise 9% of the home-other trips citywide and 7% of the non-home trips based on a Citywide 24-hour average. Due to the relative higher percentage of trips other than home to work trips and the relative smaller percentage of transit use and walking, for all trips, the transit use and walking was estimated to comprise about 9% citywide. Traffic model result shows that the use of personal vehicles decreases substantially for home-to-work trip and, with increased occupancy, still remains the predominate preferred mode of transportation for any scenario in the year 2020.

Downtown area with its concentrated employment, cultural, entertainment, institutional, and multifamily higher density residential uses in close proximity to extensive transit opportunities, represents the desired increased transit use and walkability for the proposed City of Villages. For comparison for all trips, the percentage of transit use and walking in Downtown nearly twice the citywide percentage for all trip types.

The potential additional 17,000 to 37,000 multifamily homes which could result as the proposed City of Villages becomes implemented could ultimately generate 180,000 to 240,000 additional trips. These additional trips would pose direct and indirect traffic impacts. While the expected features of the proposed project, namely the expanded and improved transit system and the village design and location, would encourage transit use and make walking and biking safer and more attractive, these would remain voluntary transportation choices for most of the new residents of the villages. The modeling indicated that 18.1% of all home-work, peak hour trips would be by transit and walking compared to today's 6.7% mode split. In addition, traffic congestion is and would continue to be a regional problem; therefore, the project's traffic impact is significant.

Parking

The expressed goal of the proposed strategy is to create more compact urban villages which are less dependant on personal vehicles. Identified potential village sites are existing extensive surface parking lots associated with retail commercial centers. In addition, Transit Oriented Development (TOD) guidelines are proposed to be placed on potential village sites. Space for space replacement ratio for parking with new village development may not occur and, therefore, could pose a potential significant impact. The parking problem and its solution would be better defined with subsequent project-specific design.

Partial Mitigation Measures

- The proposed City of Villages strategy encourages the use vastly improved and expanded transit, walking, and bicycling systems by concentrating and directing the growth into activity center, promoting transit-oriented design, improving bicycle facilities, and supporting implementation of transit priority measures on roadways.
- The proposed project combined with regional efforts by SANDAG and MTDB's Transit First program could encourage the additional residents engendered by this proposal, to choose alternative less impactful, transportation modes.
- Caltran's planned HOV facilities are expected to increase regional carpooling.

The modeling for the proposed City of Villages strategy showed a conservative effect of the proposed villages on its resultant increased walking and transit use. These measures are partial mitigation and significant future traffic congestion impacts will not be reduced to a level of insignificance.

Air Quality

The Sandag traffic model indicated that development design features, design, and siting which encourage walking and bicycling in and around the potential villages and the vastly expanded public transit to these villages and along corridors, result in 9%-10% potential reduction in the motor vehicle emissions.

For this analysis, it was assumed that all potential village centers and corridors would redevelop and result in a maximum of 37,000 multifamily homes. Currently, passenger cars and pick-up trucks accounted for 93.64 tons of daily reactive organic gas (ROG) emissions or 38% of the total estimate for 2000. There will be a declining trend of air pollutant emissions from passenger cars; roughly, the average car in 2020 would emit less than 20% of the emissions as in 2001. This reduction is similar for pick-up trucks. Even considering that vehicle use might continue to grow faster (1.5) than population increase (1.2) and assuming the maximum redevelopment of 37,000 additional multifamily homes, a rough estimate of ROG emissions in 2020 would be less than the current 243 daily tons of ROG. Currently, at an estimated 234 daily tons of ROG which is slightly higher than the estimated budget of ROG emissions (235 tons), the San Diego Air Basin has met the federal clean air standard for ozone for the past three years without a concurrent significant reduction in oxides of nitrogen (NO_x) emissions. This difference of the current versus the budget level of ozone-causing pollutants, may suggest that the proposed project would not significantly deteriorate ambient air quality for the region's current air quality concern, ozone.

Another consideration is the growth forecast used in the air quality strategy to attain the ozone standard. The baseline for ROG and NO_x, the SIP budget, was established based projections in the early 1990's, a projection similar to SANDAG's Series 8. For the county, Series 8 predicted 3.76 million people by 2015. This was slightly higher (3%) than the

recent 2020 forecast. The 2020 forecast was used in the 2020 Regional Transportation Plan. This plan had an air quality conformity analysis which demonstrated that the motor vehicles accommodated by this plan would not adversely effect regional air quality effort to attain the ozone standard. Specifically, the analysis compared the regional motor vehicle emissions to the SIP budget. The proposed City of Villages might result in a potential maximum of 37,000 multifamily homes; the number of people living in these additional homes is less than 3% of the previously projected population for 2020.

Without a comprehensive update of the regional air quality forecast strategy by the SDAPCD and/or the CARB, using revised population growth forecast and considering the City's proposed City of Villages strategy, the impact to air quality is moot at best. In addition, the EMFAC modeling results for 37,000 additional multifamily homes, estimate pollutant levels from construction, solvent usage (area sources), and motor vehicles (even with mitigation of increased transit and bicycle use and walking) are in exceedance of City's significance criteria. Therefore, the project's air quality impact is considered significant and unmitigated.

Partial Mitigation Measures

Mitigation for air quality impacts is similar to mitigation for traffic congestion in that flattening out or distributing the peak-hour traffic will reduce congestion and will benefit air quality through faster, more efficient combustion of fossil fuels in progressively cleaner motor vehicles. However, in an area such as San Diego where the population has continually increased and regional efforts towards densification and improved transit have begun, another available solution is vehicle trip reduction. Trip reduction requires a dramatic sociological change from freeway/passenger car dominance to public transportation or alternative mode such as walking or bicycling. Between 1982 and 1987, four Transportation Control Measures (TCM's) were implemented as part of the regional strategy to attain clean air. They were bicycling, carpooling, transit improvements, and traffic flow improvements.

The proposed City of Villages strategy compliments the two alternative mode TCM's, bicycling and transit improvements, as well as walkability through proposed vision of intensification of redeveloped/infilled mixed-uses and concentration of higher density multifamily homes in villages and transit corridors.

In addition to these local TCM's, the state was required to establish by the year 2000:

- Stricter California vehicle emissions standards,
- Adopt controls for off-road and construction vehicles, utility engines and boats,
- Adopt stricter evaporation specifications for fuels, and
- Control evaporative emissions (ROG) from certain area sources - consumer products containing oils, solvents, and other organic compounds.

Solutions to traffic congestion and subsequent air quality impacts on major roads and prime arterials cannot be resolved through the community planning process. Prime arterials

and major roads carry traffic through a community. Solutions other than continual road-widenings, such as alternative transportation modes, require regional planning and coordination. Most of these larger roads could accommodate transit modes. To plan the routes, connections, stops, frequency and destinations to attract ridership requires regional planning. This regional effort has begun, and the proposed City of Villages strategy promotes the required land uses to implement the Regional Transportation Vision and the Transit First project.

The air quality model indicated that development design features, design, and siting which encourage walking and bicycling in and around the potential villages and the vastly expanded public transit to these villages and along corridors, result in a minimal 9%-10% potential reduction in the motor vehicle emissions.

It should be noted that there is a possibility that once potential villages are in place, transit service is vastly improved, and walking and bicycling become more attractive, areas surrounding the villages and corridors would be further lured to these alternative modes of transportation. The current modeling does not account for these potential collateral benefits.

Although partially mitigated, the project's air quality impact remains significant and unmitigated.

Mitigation Measures For Reducing Motor Vehicle Emissions From Residential Projects

Mitigation Measure	Supporting Factors to enhance Effectiveness	Effectiveness
Provide neighborhood-serving shops and services within or adjacent to (1/4 to 1/2 mile) residential project.	Direct pedestrian/bicycle access is available. Medium or high residential densities located closer to commercial areas. Jurisdiction has design guidelines addressing issues such as pedestrian access, parking, compatibility with neighboring land uses, etc.	1% to 4% (all trips)
Provide transit facilities, e.g., bus bulbs/turnouts, benches, shelters, etc.	Transit service is available in/adjacent to project. Project is of sufficient density to support transit service. Transit service with frequent headways. Consultation with transit provider during project design, review	0.2% to 2% (all trips)
Provide shuttle service to regional transit system or multimodal center.	Transit station or multimodal center located within 5 miles of project. Medium to high residential densities.	0.1% to 0.5% (all trips)
Provide shuttle service to major destinations such as employment, centers shopping centers, schools.	Destinations located within 5 miles of project. Medium to high residential densities.	0.1 % to 0.3% (all trips)
Provide bicycle lanes and/or paths, connected to community-wide network.	Local jurisdiction has adopted comprehensive bicycle plan Project is located adjacent to, or within 1/4 mile of, Class I bicycle path or Class II bicycle lane. Routes are direct and convenient, not curving recreational paths.	0.1 % to 2% (all trips)

Provide sidewalks and/or paths, connected to adjacent land uses, transit stops and/or community-wide network.	Destinations such as commercial areas, schools, parks, community centers, etc are nearby. Cul-de-sacs are discouraged, or easements are provided for pedestrian access. Shade trees/landscaping provided.	0.1 % to 1 % (all trips)
Provide interconnected street network, with a regular grid or similar interconnected street pattern.	Multiple ingress/egress points are available. Large, multi-lane arterials are discouraged. Reduced street widths and curb radii. Cul-de-sacs are discouraged. Street trees required.	1 % to 5% (all trips)
Provide satellite telecommute centers in large residential developments.	*Most effective if residential area is located far from employment centers.	0.1 % to 1 .5% (all trips)

Paleontological Resources

Many fossil sites presently on record in San Diego have been discovered during construction operations. Weathering quickly destroys most surface fossil materials, and it is not until fresh, unweathered exposures are made by grading that well-preserved fossils can be recovered. Adverse impacts occur when excavation activities cut into fossiliferous geological deposits, and cause physical destruction to fossil remains.

Once a subsequent development is subject to CEQA environmental review, the initial study would identify whether it is likely that potential subsurface, fossil resources are present on the site. If there is a moderate or higher potential for fossils to be present on a particular site, monitoring for paleontological resources is required during grading in order to mitigate potential significant impacts.

Several current community plans identify preservation of paleontological resources as an environmental goal for their community. Since the proposed City of Villages would ultimately result in the redevelopment/infill of large, existing surface parking, it would encourage the development of separate parking structures or subterranean garages. While mass grading into fossil-bearing bedrock is not envisioned; there is a possibility of deep excavations for subterranean garages. If the excavated geologic formation has a high probability for fossils and the required excavation is into unweathered bedrock, fossils may be unearthed. If these fossils are unweathered and well-preserved and if they add to our knowledge of paleo-ecology or represent type specimens, these resources must be considered significant

Mitigation Measures

It is a standard City procedure that when a discretionary development project is proposed in a geologic formation that has been identified as yielding important resources and the site development requires grading deep enough to reach unweathered bedrock, monitoring for paleontological resources would be required during grading. However, paleontological resources even if detected, can be mitigated with strict adherence to standard mitigation measures.

When there is a possibility that the proposed excavation could encounter unweathered portions of a known fossiliferous rock formation. The following preventative measures, would need to be implemented to mitigate any significant impacts to paleontological resources:

- A letter of verification shall be provided stating that a qualified paleontologist and /or paleontological monitor 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 shall be approved by the City's Land Development Review (LDR).
- The qualified paleontologist shall attend any preconstruction meetings to discuss grading plans with the grading and excavation contractor.
- The paleontologist or paleontological monitor shall be on site full time during the initial cutting of previously undisturbed and unweathered areas within the known fossil-bearing geologic formation. Monitoring may be increased or decreased at the discretion of the qualified paleontologist, in consultation with Land Development Review, and will depend on the rate of excavation, the materials excavated and the abundance of fossils.
- The paleontologist shall have the authority to 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.
- If significant fossils are detected, 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 submitting a letter of acceptance from a local qualified curation facility.
- Prior to the issuance of a certificate of occupancy, a paleontological monitoring results report, with appropriate graphics, summarizing the results, analysis, and conclusions of the paleontological monitoring program shall be submitted to LDR for approval. Where appropriate, a brief negative result letter report would satisfy this requirement.

Geologic Hazards

The proposed City of Villages strategy, when implemented, would eventually result in land use intensification in Mission Valley and Downtown. Numerous previous geotechnical reports have been conducted in both areas. No structure is allowed to straddle the active Rose Canyon Fault, and those built near the active fault trace are required to conduct detailed, subsurface geotechnical studies to assure that any proposed structure would be seismically sound.

The proposed City of Villages would result in redevelopment and infill and would not increase impervious surfaces which may result in adverse impacts to natural hydrology and water quality with increased erosion. The proposal's resultant new redevelopment or infill projects on targeted large surface parking lots could have greater water quality effects; redevelopment would not only eliminate a large non-point source of urban runoff but would replace it with lower level parking and would capture runoff for treatment. During construction, recent regulations require the capture and treatment of all runoff from the site. Significant water erosion would not result from the proposed project.

Most geologic constraints are mitigable with proper engineering design and solutions and avoidance of active fault with sufficient setback of any proposed structure. All potential significant geologic impacts can be mitigated with strict adherence to the recommendations of the required site-specific, subsurface geotechnical investigations and all applicable regulatory requirements.

Mitigation Measures

The following measures should be considered in areas such as Downtown and Mission Valley where there are potential seismic risks. The measures for the project site preparation, site design, and construction would be specified in a site-specific study; typical measures would include:

- Monitor for differential settlement during construction.
- Assure proper compaction.
- Remove any undocumented fill.
- Install a well-compacted structural fill with geotextile reinforcing, where necessary.
- Complete a subsurface geotechnical investigation to evaluate the thickness of unconsolidated material determined to be susceptible to ground shaking. This investigation should provide site specific grading recommendation, foundation design criteria, and design of surficial improvements.
- Prepare and implement a site-specific erosion control plan.

Noise

In residential areas, the City noise standard is 65 dBA at exterior usable areas. For interior areas of hotels, motels, and multifamily homes, the standard is 45 dBA. While the City Noise Ordinance has no interior standard for noise, the CEQA threshold is 45 dBA.

There are two dominant sources of noise, the ever-present roadway, traffic noise and noise along flight paths of the area airports and military airfields. Residents along freeways and major roads and those residing near airports and under flight paths may experience levels exceeding the City standards; exceedances pose significant noise impacts. Signal crossings for the trolley may also pose significant noise impacts for the immediate residences.

Traffic noise

The proposed City of Villages has identified potential village sites and corridors which may be adjacent to roads carrying enough traffic to pose significant noise impacts. Generally, significant noise impacts could occur if the resultant multifamily homes are within 50 feet of a road carrying 8,500 vehicles per day or within 100 feet of a road carrying 16,500 vehicles. In addition, potential village sites along area freeways may experience significant noise levels; it should be noted that elevated sites above busy roads and freeways would be subject to higher exposure than those below the roadway. The proposed project identifies the following corridors and villages for potential, subsequent intensification; future multifamily homes along these roads may be subject to significant traffic noise impacts:

- Bacon Street south of Voltaire (Lindbergh)*
- Euclid Avenue at Market Street (trolley)
- Friars Road-Mission Valley (at Mission Center)
- Garnet Avenue at Soledad Mountain

- Genesee Avenue at Balboa Ave
- Linda Vista Road at Via Las Cumbres
- Imperial Avenue west of 32nd Street (trolley)*
- Imperial Avenue west of Valencia Parkway (trolley)
- Market Street east of 25th Street*
- Mira Mesa Blvd at Black Mountain Road
- Mira Mesa Blvd at Camino Ruiz
- Mission Gorge Road north of I-8
- Morena Blvd north of Tecolote
- National Avenue at I-15*
- Palm Avenue west of Saturn Blvd
- Sports Arena Blvd west of Rosecrans*
- West Point Loma Blvd at Cable Street*
- 4th Avenue south of Laurel (Lindbergh)*
- 5th Avenue south of Laurel (Lindbergh)*
- 30th Street between University and El Cajon Blvd

The above roadways identified with an asterisk are potentially subject to traffic noise at 50 feet from the centerline of the road; the others are subject to significant noise at 100 feet. Some of the potential significant noise areas (as indicated) are also subject to noise from the trolley and from aircraft noise from Lindbergh Field.

The proposed City of Villages strategy would ultimately result in mixed-use residential and moderate to high density residential units. All resultant residential units would be multifamily and would be reviewed for noise impacts whether they are subject to discretionary review or not; they would be reviewed for noise ordinance compliance at the time of the issuance of building permits.

The Transportation Element of the *Progress Guide and General Plan* states that residential uses are compatible with annual community noise equivalent level of up to 65 decibels. There are clearly areas which exceed the 65 dBA CNEL that are identified by the proposed City of Villages for possible residential intensifications. However, there would be no impacted areas with elevated significant noise levels which could not be mitigated.

Mitigation Measures

All new residential development with exterior noise levels above 65dBA CNEL is determined to be exposed to significant noise impacts, and interior noise levels exceeding 45 dBA would also be exposed to a significant noise impact. For most construction methods and standard construction materials used in this area, exterior noise levels can be expected to be reduced only by 15 dBA. For noise impacted areas, to achieve the interior noise standard, additional insulation, double-pane windows, solid doors, less window area, mechanical ventilation, and upgraded construction material may be required; for areas impacted by aircraft noise, these additional features would be required for all new homes at the time building permits are obtained.

For traffic noise, significant noise levels can be mitigated with noise attenuation in addition to special construction material. These noise attenuation measures include solid walls (masonry or plexi-glass), setback, and site design where the residential structure is set at an optimal angle from the noise source or is blocked from noisy roads by structures containing

less sensitive uses. The noise attenuating site design features for residential uses can be more easily accomplished with a mixed-use development.

Historical Resources

Potential Archaeological Resources

The proposed City of Villages strategy has identified the area in the vicinity of I-5 offramp at Garnet Avenue as a potential neighborhood village center. This area has a possibility of containing a portion of a suspected village site. The potential, subsequent intensification of land use (e.g. subterranean parking) on this site may result in an adverse effect on a subsurface archaeological resource. If this growth strategy is approved and this site is subsequently becomes planned and zoned for higher intensities, the potential for significant subsurface resources must be addressed prior to grading.

Potential Historic Resources

The proposed City of Villages strategy has identified the 25th Street as a potential neighborhood village center. The west side of 25th Street is in the Greater Golden Hill Historic District. Each of the five and one-half blocks on the west side of 25th Street has historic buildings which contribute to the historic district. Any new development which may ultimately result from this proposed growth strategy would most likely be adjacent to a historic structure. New development on the east side outside the district may effect the setting/integrity of the historic district.

The proposed City of Villages strategy has identified San Ysidro Boulevard west of I-805 as a potential transit corridor. This corridor traverses the potentially historic Little Lander's Colony. In addition, the designated San Ysidro Free Public Library is located on this potential transit corridor. Any new development which may ultimately result from this proposed growth strategy would may effect the setting/integrity of the potentially historic area and the designated library.

The proposed City of Villages strategy has identified East San Ysidro Boulevard east of I-805 as a potential neighborhood village center. This area contains the historic El Toreador Motel. Any new development which may ultimately result from this proposed growth strategy would may effect the setting/integrity of this historic area.

The proposed City of Villages strategy has identified the south side of Crosby Street as a potential neighborhood village center. This area contains the designated Chicano Park. Any new development which may ultimately result from this proposed growth strategy may effect the setting/integrity of this designated park, a cultural feature.

The proposed City of Villages strategy may potentially result in land use intensification on an area with possible significant archaeological resources, on three areas with significant historic resources, and an area of potential historic value. If the proposed growth strategy is adopted and these areas are selected for intensification, there could be potentially significant impacts to historic resources. If subsequent development results in the loss of a designated structure, reuse and alternatives to the proposal must be addressed.

Mitigation Measures

The resultant, potential redevelopment and infill discourages the continuing use of existing and/or the construction of new surface parking lots; the resultant desired urban residential densities and mixed-uses would most likely require subterranean parking levels. The subsurface excavation may adversely effect potential subsurface cultural resources.

Whenever potentially significant, subsurface cultural resources are suspected and if these resources are determined to be significant, the preferred mitigation measure is either avoidance or preservation in place. The City's Historical Resources Guidelines (as amended June, 2000) suggests the following mitigation measures for preservation:

- Site development design to avoid significant resources;
- Planning open space to preserve resources;
- Capping the resource; and/or
- Deeding the resource into permanent conservation easements.

When avoidance of significant, subsurface cultural resources (e.g. archaeological resources) are not feasible, the mitigation measure shall include research design and data recovery program. The required research design shall identify important research questions, link research topics to data already known to be present in the proposed development site, and explain procedures which would be used in the collection, analysis, and curation of recovered materials. The sample size, the area to be excavated for resources, would vary with the nature and size of the proposed development site.

When preservation of a significant historic structure on a development site, cannot be completely implemented, all feasible mitigation measures to minimize the significant impact to the historic resource shall be taken. These required mitigation measures can include, but not limited to:

- Preparing a historic resource management plan;
- Repairing damage to the historic structure according to the federal Secretary of Interior Standards for Rehabilitation;
- Adding new construction which is compatible to the historic resource; and/or
- Screening incompatible new construction from view through the use of barriers and or landscaping, which would be in keeping with the historic period and character of the resource.

The last two measures which address preserving the setting and screening of a significant historic resource are also appropriate to resultant development adjoining a significant historic structure. The goal of these measures is to preserve the integrity and context of the significant resource.

When preservation of a significant historic structure on a development site is not viable and the historic structure needs to be moved off-site, the relocation shall be performed in accordance with National Parks Service standards. The relocation site shall duplicate, as closely as possible, the original location. In addition, the historic structure shall be documented according to Historic American Building Survey (HABS) or Historic American Engineering Record (HAER) standards.

When the significant, historic structure cannot be preserved or relocated and it needs to be demolished, it shall be documented according to HABS or HAER standards prior to

demolition.

As discussed above, impacts to significant historic resources can be mitigated with strict adherence to standard mitigation measures. Any action involving a historically designated structure would trigger a discretionary permit and would be subject to CEQA review. The loss of a historically designated structure may be mitigated. However, the proposal which results in the loss would be subject to addressing alternatives including reuse of the structure and disclosing the evaluation in an site-specific environmental impact report.

Any potential impacts to significant historical resources posed by the subsequent intensification allowed by the implementation of this proposed growth strategy, can be mitigated. Therefore, the potential impacts of this growth strategy is considered significant and mitigable.

Solid Waste Disposal

The important factor is landfill capacity, Miramar Landfill would be filled and long closed by 2020. The City of San Diego has an agreement with Allied, Inc. the owner/operators of Sycamore Landfill in East Elliott to give San Diego preferred customer status if there is room to handle San Diego's waste after the municipal landfill closes.

The proposed City of Villages strategy could result in a potential to yield an additional 17,000 to 37,000 multifamily homes by 2020. Based on current annual generation rate for multifamily homes and small businesses (1.18 ton per unit), the project's additional multifamily homes could generate 20,000 to 44,000 tons of refuse.

Multifamily homes would have less landscaping waste than multifamily homes (as evidenced by the water usage), this may reduce the waste stream. However, some of these units would be built on redeveloped sites and there would be construction/demolition waste which would need to be disposed; this may offset the reduced waste stream of the additional multifamily homes.

The proposed City of Villages strategy would identify potential area for possible intensification. The proposed growth strategy, if adopted and fully implemented, could result in 17,000 to 37,000 multifamily homes; these homes would generate 20,000 to 44,000 tons of waste on an annual basis. In addition, the implementation of the proposed growth strategy would most likely require demolition of existing structures; this would add to the project's impact. These impacts are considered potentially significant.

While there is some assurance that once the City's Miramar Landfill closes in 10 to 14 years, the Sycamore Landfill would be able to handle the City's refuse. There remains some uncertainty about the solid waste disposal capacity for the City. Currently, there are no active, landfill siting effort occurring in the City.

Partial Mitigation Measures

Partial mitigation to reduce the significant waste disposal impact would be to extend the cycling program to multifamily homes and larger businesses. This would reduce the refuse

generated by the potential additional multifamily homes and mixed-use intensification potentially engendered by the proposed City of Villages growth strategy.

Additional partial mitigation would be on site reuse of demolition materials for new asphalt paving and other uses.

However, the major concern is the limited remaining life of the City's Miramar Landfill and the uncertainty of adequate capacity at the privately-owned Sycamore Landfill to handle the City's projected waste stream, let alone, accommodate the additional refuse expected to be generated by the project's resultant potential yield of 17,000 to 37,000 multifamily homes in 2020. The project's potentially impact on the future, solid waste disposal capacity remains significant and not mitigated.

Public Health and Safety

Impacts associated with on-going use or sites contaminated with hazardous material pose a potential significant effect on human health.

Toxic air contaminants include pollutants known to cause cancer and other adverse health effects such as respiratory irritation or reproductive effects. Levels measured in El Cajon and Chula Vista show that toxic air pollutants had decreased 37% between 1990 and 1999. There are no specific health standards for toxic air pollutants. Its sources are similar to other pollutants in that the majority, fifty-nine percent, is estimated to be emitted from motor vehicles.

The proposed City of Villages would result in the possible addition of 17,000 to 37,000 multifamily homes in potential mixed-use villages and corridors within the urban core. Two areas targeted by this proposed growth policy are Mission Valley and Centre City. The condition as it relates to hazardous materials, for Centre City have been described previously in this section. For an area such as Mission Valley which was in agricultural for the first part of the last century, much of the valley may have been spared any contamination from commercial/ industrial processes. Redevelopment in most parts of the long urbanized areas especially along commercial corridors, would most likely encounter hazardous materials. This would pose a significant health and safety impact.

Toxic air contaminants are required to be strictly controlled by APCD rules and regulation. APCD reports that toxic air contaminant emissions should not necessarily be equated with a significant health risk to any individual or the public.

Mitigation Measures

Mitigation of contaminated hazardous material site can only be developed when the location and its specific problem can be determined. Mitigation occurs in phases of investigation. Initially, a Phase I assessment must be conducted where the site is visually checked for signs of spills or empty barrels or rusted storage tanks; any indication that suggests hazardous material use and spills is noted. The second part of this initial assessment is to conduct a record search to determine any use of hazardous materials on site. If evidence suggest a potential problem, confirmation must be made by subsurface collection of soil samples and laboratory analysis of the samples. If contaminated,

remediation may include soil removal or soil remediation. The level of cleanup is based upon how the site would be used once it is remediated. For instance, level of cleanup for an area of open space would be much lower than if residences were to be constructed. Remediation is usually possible but it may be costly and time consuming. These standard measures would mitigate any potentially significant effect due to hazardous materials, to below a level of significance.

Recreational Facilities

There is an existing deficit in park and recreation facilities in the urbanized core area of the City of San Diego. The proposed City of Villages strategy may result in the addition of 17,000 to 37,000 multifamily homes in intensified, mixed-use villages. Most of the potential areas are located in the urbanized core; much of these areas already have a need for parkland and/or recreational facilities.

The proposed project with a potential resultant of 17,000 to 37,000 additional multifamily homes beyond the current plan/zone yield, would add to this shortfall and therefore, may pose a significant effect on these facilities.

Mitigation Measures

The current Recreation Element of the *Progress Guide and General Plan* states that the neighborhood and community recreational facilities should take a variety of forms in response to needs of the residents. It states further that both types of facilities should respond to the unique characteristics of the area and that the type of facilities and open space should relate to the population and use characteristics of the service area. The existing General Plan also explains that the acre-per-population requirements are guidelines and not fixed needs; where parkland is difficult to acquire, effort to provide park staff and facilities should be directed to compensate for deficiencies in park acreage.

The existing General Plan provides flexibility in the provision of adequate active recreational opportunities for future residents of multifamily homes within villages. The current guideline used by the City Parks and Recreation Department is 1.5-2.8 acres per one thousand people, depending on if the facility is a joint use facility. Neighborhood parks should serve a population of 3,500-5,000 within a ½-mile radius, and community parks should serve a population of 18,000-25,000 within a 1½-mile radius. These guidelines are more difficult to meet in the older, urbanized areas where much of this proposed strategy will occur and little vacant land for new park uses exists. Creative solutions however, can be utilized to meet recreational standards. Existing recreation space efficiency can be maximized through:

- Turfing fields to get greater use from them.
- Installing lighting to extend the hours of facilities.
- Creating joint use agreements between parks and schools or other institutions.

There are opportunities for enhancement of the smaller urban canyons for wildlife, aesthetic, water quality benefit, and limited, passive recreational uses. This is especially true for those canyons containing older, failing sewer lines and stormwater outfalls. Restoration seed money can be obtained from mitigation needs for utility work in these canyons and from required water quality controls.

As mentioned in previous sections, there is an opportunity to enhance urban canyons. These canyons support transplanted native riparian vegetation with increased urban runoff. Once established, these canyons also become habitat for urban wildlife species, existing birds, reptiles, and smaller animals. This habitat adds to the quality of urbanized living, providing wildlife encounters in close proximity to neighborhoods. Naturalized, green riparian trees also add to the visual quality of the neighborhood. Surrounding residents in the compact, urban core of the future could enjoy new, limited, passive recreational use of some of these open space areas.

The enhancement of urban canyons could and is being accomplished, due to the an ever-present need for urban open space and amenities, an urgent need to prevent old sewer pipeline from rupturing in the canyons, and the immediate requirement to treat urban runoff.

The effort requires the collaborative work of at least five City departments including City Park and Recreation, Open Space Division management. Additionally, citizens/ volunteers who have expressed their interest in protecting these neighborhood resources could support this effort.

The potential resultant increased yield of multifamily homes and its potential significant effect on parks and recreational facilities can be mitigated to below a level of significance in several ways. One way is through the continued acquisition of active recreation parkland. This may be difficult in developed neighborhoods to obtain new parklands within the established community. The Park and Recreation Department monitors the availability of land adjacent to current parkland. In areas with land constraints, providing more activities, services, or facilities can maximize the efficiency of active recreational opportunities. Another way is to find alternative sites for enhancement/improvement of passive recreation such as the urban canyons with planted riparian trees and plants and trail system to access the canyon. However, it should be noted that no active recreation or facilities are envisioned in urban canyons nor are they proposed for mitigation. A combination of these measures would mitigate potential significant effects to below a level of significance.