

ATTACHMENT E

FINAL

ENVIRONMENTAL SECONDARY STUDY

FOR THE PROPOSED

BAYSIDE FIRE STATION

DESIGN SERVICES CONTRACT

APRIL 2009

Prepared for: The Redevelopment Agency of
The City of San Diego
1200 Third Avenue, 14th Floor
San Diego, California 92101

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ENVIRONMENTAL SECONDARY STUDY

1. **PROJECT TITLE:** Bayside Fire Station Design Services Contract
2. **APPLICANT:** Centre City Development Corporation, on behalf of the Redevelopment Agency of the City of San Diego
3. **PROJECT LOCATION:** The project site consists of two approximately 5,000 square foot sites (APN 533 231 01 and APN 533 231 02) for a total of approximately 10,000 square feet (.23 acre) and is located at 1595 Pacific Highway on the southeast corner of the Cedar Street intersection in the Little Italy neighborhood within the Expansion Sub Area of the Centre City Redevelopment Project in downtown San Diego (Figure 1). Centre City includes approximately 1,500 acres of the metropolitan core of San Diego, bounded by Interstate 5 on the north and east and San Diego Bay on the south and southwest. Centre City is located 15 miles north of the United States International Border with Mexico.
4. **PROJECT SETTING:** The Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and Redevelopment Plan for the Centre City Project Area describes the existing setting of Centre City including the neighborhood of Little Italy. This description is hereby incorporated by reference. Located in the highly urbanized Centre City environment, the project site is currently occupied by a fast food restaurant at the southeast corner of the Pacific Highway and Cedar Street intersection. Other land uses on the same block include two adjacent buildings (one private club and one warehouse that is currently vacant), and the Hampton Inn. Specific uses for surrounding blocks include another fast food restaurant and the Monarch School to the north; the County Administration Building with parking lots and a future park to the west; the railroad/trolley tracks, a parking lot, and the five-to six-story Camden/ Tuscany residential project to the east; and an additional residential development to the south. The project site lies along Cedar Street, a key pedestrian east-west street, through Little Italy connecting to the historic County Administration Building property and the bay. The site was primarily selected for the proposed fire station because it is west of the railroad tracks. Locating a fire station west of the tracks would avoid delays to east/west vehicular traffic that are sometimes caused by rail traffic that passes through downtown.

Applicable plans and policies governing the site include the Centre City Community Plan/ Redevelopment Plan (1992) and the Centre City Planned District Ordinance (PDO). Although the newly certified FEIR provides the most recent environmental analysis applicable to the project, the previous versions of the Community Plan and PDO regulations apply to the proposed project because the proposed project site lies within the Coastal Zone, and the State Coastal Commission has not yet approved the newest version of the Downtown Community Plan and Centre City PDO. These previous regulations do not allow any more intense or dense development on the project site than the revised Community Plan and PDO analyzed in the FEIR.

5. **PROJECT DESCRIPTION:** This Secondary Study analyzes the potential environmental impacts for the approval of a contract for design services for the proposed Bayside Fire Station. At the time of this study, the proposed fire station is conceptual. Upon approval of the contract for design services, the proposed Bayside Fire Station would continue into the Basic Concept/Schematic Design stage to undergo full design approval and entitlement process. As part of this future design review and entitlement process, an amended Secondary Study or other applicable environmental document will be prepared. This Secondary Study provides applicable information about the project site and likely components of the proposed fire station. As discussed above, the proposed project will undergo

further design review and entitlements. At that time, the project will require further environmental review as the project description will have been further refined.

Conceptually, the proposed Bayside Fire Station is anticipated to be approximately 19,000-square foot station (three-story building), including space for three apparatus bays to house engine, truck, and medic vehicles. It is likely that the fire station would house up to 12 personnel, including three fire captains, three fire engineers, and six firefighters. Three of the personnel would be trained paramedics. It is anticipated that the proposed fire station would include one single level below grade parking and be up to three stories in height.

It is anticipated that the following fire apparatus vehicles would be assigned to the Bayside Fire Station:

- One triple combination pumper with a length of 29-32 feet, a width of 10 feet, and a turning radius of 52 feet;
- One aerial ladder truck with a length of 40-60 feet, a width of 10 feet, a height of 12 feet, and a turning radius that varies up to 65 feet; and
- One miscellaneous vehicle (e.g., pumper truck, battalion chief vehicle, ambulance, brush rig or utility vehicle).

After the design contract is approved and when the fire station project is at the Basic Concept/Schematic Design stage, the project will be required to go through the CCDC Design Review and entitlement process. Further details of the fire station are anticipated at this future stage of the process. However, it is anticipated that the proposed fire station would incorporate use of Green Building Technology in accordance with the City of San Diego's "Sustainable Building Policy" (Council Policy 900-14) in order to achieve Leadership in Energy and Environmental Design (LEED) "Silver" level certification for all new City facilities over 5,000 square feet. As part of the future design review and entitlement process, an amended Secondary Study or other applicable environmental document will be prepared.

The project will also require approval of a Centre City Coastal/Planned Development permit, as the project site is in the Coastal Zone and is expected to require the following deviations from PDO standards:

1. Approval of one driveway on Pacific Highway (prohibited under PDO);
2. Reduction of driveway distance from intersection on Cedar Street (reduction from 65 to 28 feet); and
3. Increase width of driveway on Cedar Street from 30 to 48 feet.

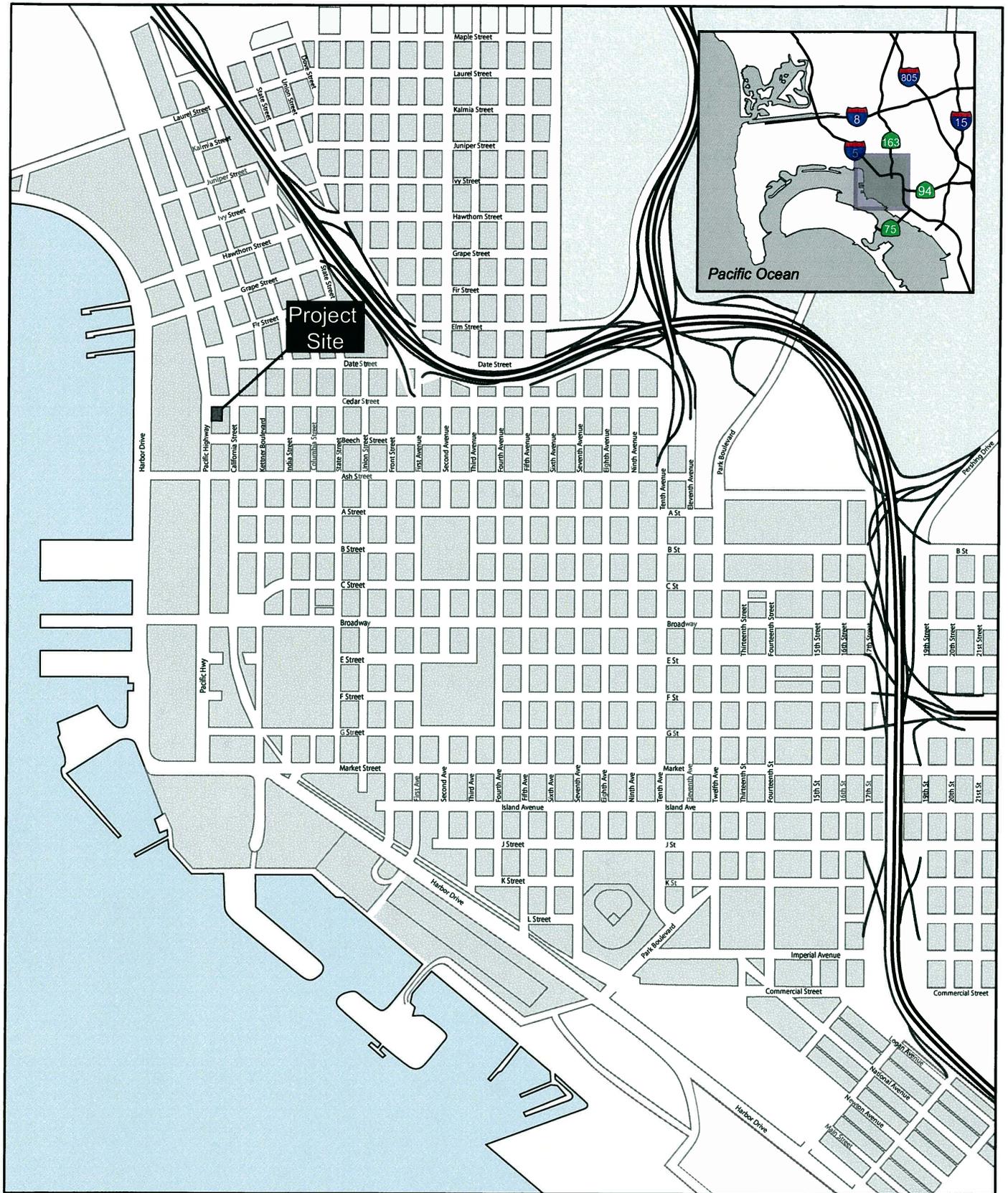


Figure 1
Regional Location and Vicinity

6. California Environmental Quality Act (CEQA) COMPLIANCE: The Centre City Redevelopment Project and related activities have been addressed by the following environmental documents, which were prepared prior to this Secondary Study and are hereby incorporated by reference:

Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 10th Amendment to the Redevelopment Plan for the Centre City Project (State Clearinghouse Number 2003041001, certified by the Redevelopment Agency (Resolution No. R-04001) and the City Council (Resolution No. R-301265) on March 14, 2006.

Addendum to the FEIR for the 11th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, Amendments to the San Diego Downtown Community Plan, Centre City Planned District Ordinance, Marina Planned District Ordinance, and Mitigation, Monitoring and Reporting Program of the FEIR for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and the Redevelopment Plan for the Centre City Redevelopment Project certified by the Redevelopment Agency by Resolution R-04193 and by the City Council by R-302932 on July 31, 2007.

Traffic Impact Analysis, Bayside Fire Station prepared by Linscott, Law, and Greenspan Engineers (LLG) on March 23, 2009.

Limited Phase II Environmental Site Assessment prepared by Ninyo and Moore (N&M) on October 21, 2005.

Geotechnical and Fault Investigation, Bayside Fire Station prepared by Leighton and Associates, Inc. on April 3, 2009.

The FEIR is a "Program EIR" as described in Section 15168 of the State CEQA Guidelines. The aforementioned environmental documents are the most recent and comprehensive environmental documents pertaining to the proposed project. These environmental documents are available for review at the office of the Centre City Development Corporation, 401 B Street, Suite 400, San Diego, California 92101.

This Secondary Study has been prepared in compliance with the San Diego Redevelopment Agency's amended "Procedures for Implementation of CEQA and the State CEQA Guidelines" (adopted July 17, 1990). Under these Agency Guidelines, environmental review for subsequent specific development projects is accomplished using the Secondary Study process defined in the Agency Guidelines, as allowed by Sections 15168 and 15180 of the State CEQA Guidelines. The Secondary Study includes the same evaluation criteria as the Initial Study defined in Section 15063 of the State CEQA Guidelines. Under this process, the Secondary Study is prepared for each subsequent specific development project to determine whether the potential impacts were anticipated in the FEIR. No additional documentation is required for subsequent specific development projects if the Secondary Study determines that the potential impacts have been adequately addressed in the FEIR and subsequent specific development projects implement appropriate mitigation measures identified in the Mitigation, Monitoring, and Reporting Program (MMRP) that accompanies the FEIR.

If the Secondary Study identifies new impacts or a substantial change in circumstances, additional environmental documentation is required. The form of this documentation depends upon the nature of the impacts of the subsequent specific development project being proposed. Should a proposed project result in: (a) new or substantially more severe significant impacts that are not adequately addressed in the FEIR, or (b) there is a substantial change in circumstances that would require major revision to the FEIR, or (c) that any mitigation measures or alternatives previously found not to be

feasible or not previously considered would substantially reduce or lessen any significant effects of the project on the environment, a Subsequent or Supplement to the EIR would be prepared in accordance with Sections 15162 or 15163 of the State CEQA Guidelines (CEQA Statutes Section 21166). If the lead agency under CEQA finds pursuant to Sections 15162 and 15163, no new significant impacts will occur or no new mitigation will be required, the lead agency can approve the subsequent specific development project, as being within the scope of the project covered by the FEIR, and no new environmental document is required.

7. PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS: See attached Environmental Checklist and *Section 10 Evaluation of Environmental Impacts*.

8. MITIGATION, MONITORING, AND REPORTING PROGRAM: As described in the Environmental Checklist and summarized in **Attachment A**, the following mitigation measures included in the MMRP found in Volume 1B of the FEIR will be implemented by the proposed project:

- Air Quality (AQ-B.1-1)
- Historical Resources (HIST-B.1-1)
- Noise (NOI-B.1-1)
- Paleontology (PAL-A.1-1)
- Traffic (TFR-A1.1-1)
- Traffic (TFR-A2.1-1)

9. DETERMINATION:

In accordance with Sections 15168 and 15180 of the CEQA Guidelines, the potential impacts associated with future development within the Centre City Redevelopment Project are addressed in the FEIR prepared for the San Diego Downtown Community Plan, Centre City Planned District Ordinance and Tenth Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, which was certified on March 14, 2006 and the Addendum to the FEIR certified by the Redevelopment Agency by Resolution R-04193 and by the City Council by R-302932 on July 31, 2007.

These previous documents address the potential effects of future development within the Centre City Redevelopment Project based on buildout forecasts projected from the land use designations, density bonus, and other policies and regulations governing development intensity and density. Based on this analysis, the FEIR and Addendum concluded that development would result in significant impacts related to the following issues (mitigation and type of impact shown in parentheses):

Significant but Mitigated Impacts

- Air Quality: Construction Emissions (AQ-B.1) (Direct (D))
- Land Use: Ballpark Noise (LU-B.1) (D)
- Land Use: Ballpark Lighting (LU-B.5) (D)
- Noise: Interior From Traffic Noise (NOI-B.1) (D)
- Noise: Interior From Ballpark Noise (NOI-B.2) (D)
- Paleontology: Impacts to Significant Paleontological Resources (PAL-A.1) (D)

Significant and Not Mitigated Impacts

- Aesthetics/Visual Quality: Views Of Bay And Bay Bridge (VIS-B.1) (D)
- Air Quality: Construction Emissions (AQ-B.1) (Cumulative (C))
- Air Quality: Mobile-source Emissions (C)
- Historical Resources: Historical (D/C)
- Historical Resources: Archaeological (D/C)

- Land Use: Traffic Noise (LU-B.2) (D)
- Land Use: Aircraft Noise (LU-B.3) (D)
- Land Use: Railroad Noise (LU-B.4) (D)
- Land Use: Physical Changes Related to Transient Activity (LU-B.6) (D/C)
- Noise: Traffic Noise Level Increase on Grid Streets (NOI-A.1) (D/C)
- Noise: Exterior Traffic Noise in Residential Development (NOI-C.1) (D)
- Noise: Exterior Aircraft Noise in Residential Development (NOI-C.2) (D)
- Noise: Exterior Traffic Noise in Public Parks and Plazas (NOI-D.1) (D)
- Noise: Exterior Aircraft Noise in Public Parks and Plazas (NOI-D.2) (D)
- Parking: Excessive Parking Demand (TRF-D.1) (D/C)
- Traffic: Impact on Grid Streets (TRF-A.1.1) (D)
- Traffic: Impact on Surrounding Streets (TRF-A.1.2) (D/C)
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2.1) (D/C)
- Traffic: Impact from Removal of Cedar Street Ramp (TRF-A.2.2) (D)
- Water Quality: Urban Runoff (WQ-A.1) (C)

In certifying the FEIR and approving the Downtown Community Plan, Planned District Ordinance, and 10th Amendment to the Redevelopment Plan, the San Diego City Council and Redevelopment Agency adopted a Statement of Overriding Considerations, which determined that the unmitigated impacts were acceptable in light of economic, legal, social, technological, or other factors including the following:

Overriding Considerations

- Develop downtown as the primary urban center for the region.
- Maximize employment opportunities within the downtown area.
- Develop full-service, walkable neighborhoods linked to the assets downtown offers.
- Increase and improve park and public spaces.
- Maximize the advantages of downtown’s climate and waterfront setting.
- Implement a coordinated, efficient system of vehicular, transit, bicycle and pedestrian traffic.
- Integrate historical resources into the new downtown plan.
- Facilitate and improve the development of business and economic opportunities located in the downtown area.
- Integrate health and human services into neighborhoods within downtown.
- Encourage a regular process of review to ensure the Plan and related activities are best meeting the vision and goals of the Plan.

The proposed activity analyzed within this Secondary Study is covered under the FEIR for the San Diego Downtown Community Plan, Centre City Planned District Ordinance 1992, and 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, which was certified by the Redevelopment Agency by Resolution R-04001 and by the City Council by Resolution R-301265 on March 14, 2006, and the Addendum to the FEIR for the 11th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, Amendments to the San Diego Downtown Community Plan, Centre City Planned District Ordinance, Marina Planned District Ordinance, and MMRP of the FEIR for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and the 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project certified by the Redevelopment Agency by Resolution R-04193 and by the City Council by R-302932 on July 31, 2007.

This activity is adequately addressed in the environmental documents noted above and the Secondary Study prepared for this project reveals there is no change in circumstance, additional information, or project changes to warrant additional environmental review. Because the prior environmental documents adequately covered this activity as part of the previously approved project, this activity is

not a separate project for purposes of review under the CEQA pursuant to CEQA Guidelines Sections 15060(c)(3), 15180, and 15378(c).

SUMMARY OF FINDINGS: In accordance with Public Resources Code sections 21166, 21083.3, and CEQA Guidelines sections 15162(a), 15168 and 15183, the following findings are derived from the environmental review documented by this Secondary Study and the 2006 FEIR.

1. No substantial changes are proposed in the Centre City Redevelopment Project, or with respect to the circumstances under which the Centre City Redevelopment Project is to be undertaken as a result of the development of the proposed project, which will require important or major revisions in the 2006 FEIR or 2007 Addendum to the FEIR for the Centre City Redevelopment Project;
2. No new information of substantial importance to the Centre City Redevelopment Project has become available, which was not known or could not have been known at the time the 2006 FEIR for the Centre City Redevelopment Project was certified as complete, and which shows that the Centre City Redevelopment Project will have any significant effects not discussed previously in the 2006 FEIR or 2007 Addendum to the FEIR, or that any significant effects previously examined will be substantially more severe than shown in the 2006 FEIR or 2007 Addendum to the FEIR, or that any mitigation measures or alternatives previously found not to be feasible or not previously considered would substantially reduce or lessen any significant effects of the project on the environment;
3. No Negative Declaration, Subsequent EIR, or Supplement or Addendum to the 2006 FEIR is necessary or required; and
4. The development of the site will have no significant effect on the environment, except as identified and considered in the 2006 FEIR and 2007 Addendum to the FEIR for the Centre City Redevelopment Project. No new or additional project-specific mitigation measures are required for this project.
5. Uniformly applied development policies or standards previously adopted by the City and/or County of San Diego relating to the identification and remediation of soil contamination will substantially mitigate the site-specific effects associated with the potential soil contamination by previous activities on the proposed project site, and therefore the project site's existing soil conditions are not considered peculiar to the project site, nor is an EIR warranted for the proposed project;
6. The proposed project and its associated activities would not have any new effects that were not adequately covered in the 2006 FEIR or 2007 Addendum to the FEIR, and therefore, the proposed project is within the scope of the program approved under 2006 FEIR and 2007 Addendum to the FEIR.

The CCDC, the implementing body for the Redevelopment Agency of the City of San Diego, administered the preparation of this Secondary Study.



Signature of Lead Agency Representative

4/21/09

Date



Signature of Preparer

4/21/09

Date

ENVIRONMENTAL CHECKLIST

10. EVALUATION OF ENVIRONMENTAL IMPACTS

This environmental checklist evaluates the potential environmental effects of the proposed project consistent with the significance thresholds and analysis methods contained in the FEIR for the San Diego Downtown Community Plan, Centre City PDO, and Redevelopment Plan for the Centre City Project Area. However, since the application process for the proposed project was submitted prior to adoption of these documents by the State Coastal Commission, the planning policies and regulations applicable to the proposed project are the 1992 Community Plan and PDO. These previous regulations do not allow more intense or dense development, or substantially different types of development on the project site than assumed in the FEIR analysis.

Based on the assumption that the proposed activity is adequately addressed in the FEIR and the Addendum to the FEIR, the environmental checklist table indicates how the impacts of the proposed activity relate to the conclusions of the FEIR and the Addendum to the FEIR. As a result, the impacts are classified into one of the following categories:

- Significant and Not Mitigated (SNM)
- Significant but Mitigated (SM)
- Not Significant (NS)

The checklist identifies each potential environmental effect and provides information supporting the conclusion drawn as to the degree of impact associated with the proposed project. As applicable, mitigation measures from the FEIR are identified and are summarized in Attachment A to this Secondary Study. Some of the mitigation measures are plan-wide and not within the control of the proposed project. Other measures, however, are to be specifically implemented by the proposed project. Consistent with the FEIR analysis, the following issue areas have been identified as SNM even with inclusion of the proposed mitigation measures, where feasible:

- Air Quality (AQ-B.1-1)
- Historical Resources (HIST-B.1-1)
- Noise (NOI-B.1-1)
- Paleontology (PAL-A.1-1)
- Traffic (TFR-A1.1-1)
- Traffic (TFR-A2.1-1)

It should be noted that this environmental checklist analyzes potential impacts of the proposed project at a conceptual level based on applicable information pertaining to the project site and the likely components of the proposed fire station. As discussed in the project description, the proposed project will undergo further design review and entitlements. At that time, the project will require further environmental review as the project description will have been further refined. Therefore, this document provides a review of potential environmental impacts at a pre-design stage; however, a subsequent Secondary Study will be necessary.

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
1. AESTHETICS/VISUAL QUALITY:						
<p>(a) Substantially disturb a scenic resource, vista, or view from a public viewing area, including a State scenic highway or view corridor designated by the Community Plan? <i>Views of scenic resources such as San Diego Bay, San Diego-Coronado Bay Bridge, Point Loma, Coronado and the downtown skyline are afforded by public viewing areas within and around the downtown and along view corridor streets within the planning area. No designated scenic resources exist within the downtown planning area, although the northern downtown planning area includes an approximately quarter-mile-long portion of the segment of State Route 163 from Ash Street to Interstate 8, which is eligible for designation as a California Scenic Highway. This segment of State Route 163 begins at Ash Street approximately 1 mile east of the project site. The proposed project would therefore, not disturb this California Scenic Highway eligible highway.</i></p> <p><i>The proposed project is likely to be a three-story building located on a redeveloped parcel on Pacific Highway and Cedar Street in Little Italy. Visual characteristics of this area include the historic County Administration Building and lawns, a number of new high-rise residential buildings, recently constructed low-to mid-rise residential and mixed-use projects, and revitalized India Street with its retail shops, restaurants, and galleries.</i></p> <p><i>The proposed project site is located on Pacific Highway and Cedar Street, which have been identified as designated view corridors by the FEIR and Downtown Community Plan. As such, the proposed project would include 15-foot at-grade setbacks along Cedar Street to be in compliance with the requirements of the PDO and the Centre City Community Plan. Setbacks would not be required along Pacific Highway. In</i></p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>addition, views of the San Diego Bay from Cedar Street are already interrupted by the County Administration Building. If approved, the proposed fire station is likely to be three stories and would, therefore, not exceed the height of the existing County Administration Building. Furthermore, the FEIR concluded that development in Little Italy pursuant to the Downtown Community Plan would not result in significant impacts to the San Diego Bay. The project site does not possess any significant scenic resources that could be impacted by the proposed project and impacts to on-site scenic resources are not anticipated to be significant. Therefore, significant impacts related to these issues would not likely occur. In addition, the project would undergo further design review and entitlement process with additional environmental review in the future to ensure that impacts related to this issue are not significant.</i></p>						
<p>(b) Substantially incompatible with the bulk, scale, color and/or design of surrounding development? Upon approval of the design contract for the proposed project, the bulk, scale, and design of the proposed fire station is anticipated to be compatible with the existing and planned development of the surrounding area (the Little Italy District). Redevelopment of the site would improve the condition of the site by providing a new, modern building on a currently underutilized site. It is likely that the project's bulk and scale would be below that of the County Administration Building to the west and Camden/Tuscany Residential Project to the east, but slightly above nearby fast food and in line with hotel uses nearby, which places it around the average density for the surroundings. Furthermore, the proposed project is consistent with the policies of the Centre City Community Plan and PDO regarding building bulk and scale. As discussed in the project description, the proposed project would be required to go</p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>through the CCDC design review and entitlement process in order to approve deviations from the PDO related to driveway location and size. However, these deviations would not render the proposed project incompatible with the bulk, scale, color and/or design surrounding development. Therefore, the bulk, scale, and design of the proposed project would be compatible with the existing and planned development of the surrounding area. The direct and cumulative visual impacts of the proposed project on surrounding development would not be significant.</i>						
(c) <i>Substantially affect daytime or nighttime views in the area due to lighting? The proposed project would not involve a substantial amount of exterior lighting or include materials that would generate substantial glare. Furthermore, outdoor lighting that would be incorporated into the proposed project would be shielded or directed away so that direct light or glare does not adversely impact adjacent land uses. The City's Light Pollution Law (Municipal Code Section 101.1300 et seq.) also protects nighttime views (e.g., astronomical activities) and light-sensitive land uses from excessive light generated by development in the downtown area. The proposed project's conformance with these requirements would ensure that direct and cumulative impacts associated with this issue are not significant.</i>					X	X
2. AGRICULTURAL RESOURCES						
(a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? Centre City is an urban downtown environment that does not contain land designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. Therefore, no impact to agricultural resources</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>would occur.</i>						
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? <i>The area does not contain, nor is it near, land zoned for agricultural use or land subject to a Williamson Act contract pursuant to Section 51201 of the California Government Code. Therefore, impacts resulting from conflicts with existing zoning for agricultural use or a Williamson Act contract would not occur.</i>					X	X
3. AIR QUALITY						
(a) Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies or the State Implementation Plan? <i>The proposed project site is located within the San Diego Air Basin, which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The San Diego Air Basin is designated by state and federal air quality standards as nonattainment for ozone and particulate matter (PM) less than 10 microns (PM₁₀) and less than 2.5 microns (PM_{2.5}) in equivalent diameter. The SDAPCD has developed a Regional Air Quality Strategy (RAQS) to attain the state air quality standards for ozone. According to the FEIR, the proposed project would not conflict with regional air quality planning, and would be consistent with the RAQS. Therefore, the proposed project would not conflict with or obstruct implementation of applicable air quality plans and no impacts relative to air quality attainment plans would occur with the proposed project.</i>					X	X
(b) Expose sensitive receptors to substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, particulate matter, or any other emissions that may endanger human			X			X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p>health? <i>The proposed project could involve the exposure of sensitive receptors to substantial air contaminants during short-term construction activities and over the long-term operation of the project. Construction activities associated with the project could result in potentially significant impacts related to the exposure of sensitive receptors to substantial emissions of PM. The potential for impacts to sensitive receptors during construction activities would be mitigated to below a level of significance through compliance with the City's mandatory standard dust control measures and the dust control and construction equipment emission reduction measures required by FEIR Mitigation Measure AQ-B.1-1 (see Attachment A).</i></p> <p><i>Furthermore, the long-term operation of the proposed project could involve the exposure of sensitive receptors to air contaminants including toxic air contaminants (TACs) and substantial concentrations of carbon monoxide (CO) (commonly referred to as CO "hot spots") due to potential traffic congestion near the project site with cumulative development. However, the FEIR concludes that development within downtown would not expose sensitive receptors to significant levels of any of the air contaminants discussed above. Since the land use designation of the proposed development is consistent with the Downtown Community Plan land use designation for the site, the project would not expose sensitive receptors to substantial air contaminants beyond the level assumed by the FEIR. Therefore, impacts associated with this issue would not be significant. Project impacts associated with the generation of substantial air contaminants are discussed below in 3.c.</i></p>						
<p>(c) Generate substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, PM, or any other emissions that may endanger human health? Implementation of the proposed project could result in potentially adverse air quality</p>		X	X			

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p>impacts related to the following air emission generators: construction activities, mobile- and stationary-sources. <i>Demolition of the existing fast-food restaurant, site preparation activities, and construction of the proposed project would involve potentially adverse impacts associated with hazardous building materials, the creation of dust, and the generation of construction equipment emissions. Compliance with the City's existing regulations requiring a pre-construction hazards assessment and strict remediation measures if harmful materials are present would ensure that air quality impacts associated with hazardous building materials are not significant. (See also Section 7a.) However, the clearing, grading, excavation, and construction activities associated with the proposed project would result in dust and equipment emissions that could endanger human health. Implementation of FEIR Mitigation Measure AQ-B.1-1 (see Attachment A) would reduce dust and construction equipment emissions generated during construction of the proposed project to below a level of significance. The air emissions generated by automobile trips associated with long-term operation of the proposed project would not exceed significance standards established by the FEIR. However, the project's mobile source emissions, in combination with dust generated during construction of the project, would contribute to the significant and unmitigated cumulative impact to air quality identified in the FEIR. The proposed project does not propose any uses that would significantly increase stationary-source emissions in the downtown planning area; therefore, impacts from stationary sources would not be significant.</i></p>						
4. BIOLOGICAL RESOURCES						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(a) Substantially effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by local, state, or federal agencies? <i>Due to the highly urbanized nature of the downtown area, there are no sensitive plant or animal species, habitats, or wildlife migration corridors within the area. In addition, the ornamental trees and landscaping included in the proposed project are considered of insignificant value to native wildlife in their proposed location. Therefore, no impact associated with this issue is anticipated to occur.</i>					X	X
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by local, state, or federal agencies? <i>As identified in the FEIR, the project area is not within a subregion of the San Diego County Multiple Species Conservation Program The proposed project would comply with any applicable local, regional, state, and federal plans, policies and regulations protecting riparian habitat or other sensitive natural communities and species. Therefore, impacts associated with substantial adverse effects on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations by local, state, or federal agencies would not occur.</i>					X	X
5. HISTORICAL RESOURCES						
(a) Substantially impact a significant historical resource, as defined in § 15064.5? <i>According to the FEIR, the proposed project site does not contain any historic or architectural resources. The FEIR does recognize several parcels in the immediate vicinity of the project site as historical resources that are listed in the National Register of Historic Places (NRHP) or designated as Local Historic resources. In the</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>immediate vicinity of the project site, the County Administration Building (located at 1600 Pacific Highway) is identified on the NRHP, and the Star Builders Company (located at 726 West Beech Street) is identified as a locally historic site. The Downtown Community Plan seeks to preserve and protect historic resources, and the FEIR requires mitigation where a historic site or district would be impacted. However, the proposed project would not result in the demolition or substantial alteration of the nearby historical resource sites; therefore, no significant direct, indirect, or cumulative impacts associated with this issue would occur.</i>						
(b) Substantially impact a significant archaeological resource pursuant to § 15064.5, including the disturbance of human remains interred outside of formal cemeteries? <i>The likelihood of encountering archaeological resources is greatest for projects that include grading and/or excavation of areas on which past grading and/or excavation activities have been minimal (e.g., vacant sites and surface parking lots). Since archaeological resources have been found within inches of the ground surface in the downtown planning area, even minimal grading activities can impact these resources. In addition, the likelihood of encountering subsurface human remains during construction and excavation activities, although considered low, is possible. Thus, the excavation, demolition, and surface clearance activities associated with development of the proposed project and the subterranean parking level could have potentially adverse impacts to archaeological resources, including buried human remains. Implementation of FEIR Mitigation Measure HIST-B.1-1 (see Attachment A) would minimize, but not fully mitigate, these impacts. Since the potential for archaeological resources and human remains on the proposed project site cannot be confirmed until grading is conducted, the exact nature and extent of impacts</i>	X	X				

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>associated with the proposed project cannot be predicted. Consequently, the required mitigation may or may not be sufficient to reduce these direct project-level impacts to below a level of significance. Therefore, impacts associated with this issue remain potentially significant and not fully mitigated, and consistent with the analysis of the FEIR. Furthermore, project-level significant impacts to important archaeological resources would contribute to the potentially significant and unmitigated cumulative impacts identified in the FEIR.</i>						
(c) Substantially impact a unique paleontological resource or site or unique geologic feature? <i>The proposed project site is underlain by the San Diego Formation and Bay Point Formation, which have high paleontological resource potentials. The FEIR concludes that development would have potentially adverse impacts to paleontological resources if grading and/or excavation activities are conducted beyond a depth of 1-3 feet. If approved, the project's proposal for one level of subterranean parking would involve excavation approximately 12 feet below grade and therefore would be beyond the FEIR standard, resulting in potentially significant impacts to paleontological resources. However, implementation of FEIR Mitigation Measure PAL-A.1-1 (see Attachment A) would ensure that the proposed project's potentially direct and cumulative impacts to paleontological resources are less than significant.</i>			X	X		
6. GEOLOGY AND SOILS						
(a) Substantial health and safety risk associated with seismic or geologic hazards? <i>The proposed project site is located in a seismically active region and lies within the City of San Diego's Special Study Zone as defined by the City's Seismic Safety Study. A Geotechnical and Fault Investigation was prepared by Leighton and Associates, Inc. to address potential seismic and</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>geologic hazards for the project site.</i></p> <p><i>The Rose Canyon Fault Zone traverses the downtown planning area and contains two recognized areas of active faulting; the Downtown Graben and the San Diego Fault. The project site is located approximately 5,000 feet west of the mapped northeastern edge of the Downtown Graben, and approximately 2,500 feet northwest of the San Diego Fault. Based on findings from the Geotechnical Investigation, a "Potentially Active" fault transects the northwest portion of the project site; however, this is not considered an "Active" fault. Due to the absence of active faults at the site, seismic hazards such as surface rupture are considered to be very low. It should be noted that the City of San Diego will require geologic mapping throughout the excavation phase of project construction and a "Notice of Geologic and Geotechnical Conditions" must be recorded for the site. In addition, the site is located on the Baypoint Formation and although the potential for geologic hazards (landslides, liquefaction, slope failure, and seismically induced settlement) is considered low due to the site's moderate to non-expansive geologic structure, such hazards could nevertheless occur. Therefore, the potential exists for substantial health and safety risks associated with a seismic hazard. However, conformance with, and implementation of, all seismic-safety development requirements, including City requirements for the Downtown Special Fault Zone, the seismic design requirements of the Uniform Building Code, the City of San Diego Notification of Geologic Hazard procedures, and all other site-specific recommendations set forth in the Geotechnical Investigation would ensure that the potential impacts associated with seismic and geologic hazards are not significant.</i></p>						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
7. HAZARDS AND HAZARDOUS MATERIALS						
<p>(a) Substantial health and safety risk related to on-site hazardous materials? <i>The proposed project site was historically used as a fueling station (Texaco gasoline station) from the 1940s to the 1960s. Since the 1960s, the site has been redeveloped into several other uses, including a car rental establishment as well as a fast food restaurant. According to the Limited Phase II Environmental Site Assessment prepared by Ninyo & Moore (2005), petroleum hydrocarbon, lead, and volatile organic compounds impacted soils and groundwater were detected on the site. Due to the presence of contaminated soils, all construction activities are required to conform to the Site Specific Health and Safety Plan (SHSP). In addition, a City of San Diego Fire Prevention Bureau permit was reportedly issued in 1962 for the removal of four underground storage tanks (UST), but documentation to confirm that the USTs were removed cannot be located (i.e., the USTs may still be present and located under the existing structure onsite). If USTs are encountered during grading activities, they must be closed in accordance with the Department of Environmental Health guidelines.</i></p> <p><i>Consistent with the uniformly applied development policies and standards identified within the FEIR, if contamination is identified, the County of San Diego Department of Environmental Health (DEH) has a Voluntary Assistance Program, whereby the applicant (or its consultant) can submit a work plan which identifies the manner in which the contamination will be excavated, sampled, and analyzed for waste profiling purposes; transported; and the manner in which it will be disposed. With or without DEH oversight, these activities must comply with all existing waste profiling and disposal laws and regulations. The project's adherence to these uniformly applied</i></p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>development policies and standards will ensure that the impacts associated with this issue are not significant.</i></p> <p><i>Furthermore, the demolition and excavation activities associated with the redevelopment of the project site could result in the exposure of construction workers to hazardous or potentially hazardous materials. However, adherence to the SHSP, the project-specific recommendations set forth in the Environmental Site Assessment, and existing mandatory federal, state, and local regulations controlling hazardous materials would ensure that impacts associated with this issue are not significant. Therefore, the redevelopment of this site would have no substantial effect from hazardous materials, except as identified in the FEIR and impacts would be less than significant.</i></p>						
<p>(b) Be located on or within 2,000 feet of a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment? <i>The project site is not located on the State of California Hazardous Waste and Substances Sites (Cortese) List and is not located on or within 2,000 feet of a site on the State of California Hazardous Waste and Substances Sites List. Additionally, the County of San Diego maintains a Site Assessment Mitigation (SAM) Case Listing of known contaminated sites throughout the County. While no SAM Case Listings exist onsite, there are several sites on the SAM case listing that are within 2,000 feet of the project site. However, none of these exists on or directly adjacent to the project site block, and compliance with regulations will avoid significant impacts to human health and the environment. Additionally, in accordance with the analysis in the FEIR, adherence to existing mandatory federal, state, and local regulations would avoid significant impacts to human health and the environment.</i></p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(c) Substantial safety risk to operations at San Diego International Airport? <i>The proposed project site is within the boundaries of the Airport Influence Area of the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA). The Airspace Protection guidelines for the project site limit building heights to 350 feet, though the site is already limited to 85 feet. If approved, the proposed fire station is expected to be approximately three stories in height, and would be well within the limits for airspace protection. The project is located within Airport Land Use Compatibility Zone C, or a region outside of the Object Free Area or Sideline Safety Zone. This zone category is used for projects outside of an area where safety is of moderate concern. Therefore, impacts associated with this issue are not anticipated to occur.</i>					X	X
(d) Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan? <i>The FEIR concludes that development that occurs in accordance with the Downtown Community Plan would not adversely affect implementation of the City of San Diego's Emergency Operations Plan. Since the proposed land use designation of the proposed project under the 1992 Centre City Community Plan is not substantially different from the 2006 Downtown Community Plan land use designation assumed in the FEIR analysis, construction and operation of the proposed project would not affect the City's ability to adequately respond during an emergency. In addition, the project site is located in an area to the west of the train/trolley tracks, thereby avoiding delays to east/west vehicular traffic that are sometimes caused by rail traffic that passes through downtown. If the proposed fire station is ultimately constructed and operated, this location would likely improve response times to existing and newly developed areas of the western portion of downtown, particularly along Pacific Highway and Harbor</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>Drive. Therefore, no impact associated with this issue is anticipated.</i>						
8. HYDROLOGY AND WATER QUALITY						
(a) Substantially degrade groundwater or surface water quality? <i>Urban runoff generated within the Downtown Community Plan area is collected by storm drains that eventually discharge into San Diego Bay. San Diego Bay is currently experiencing water quality problems caused by urban development within its watershed. The majority of the proposed project site is currently paved or covered by a structure and redevelopment of the site would not result in an increase in impervious surfaces onsite. Construction activities onsite could result in groundwater discharge of runoff, which would contribute in a cumulative nature to the water quality impacts to San Diego Bay; however, existing mitigation as described under the FEIR including Waste Discharge Permits required for groundwater discharge during construction would apply to the project and no greater impacts than that previously analyzed are expected to occur. Implementation of Best Management Practices required by the City's Standard Urban Storm Water Mitigation Program would likely reduce the project's urban runoff contribution below the present level. In addition, Waste Discharge Permits required for groundwater discharge during construction would ensure that impacts to groundwater quality are not significant. The proposed project would conform to the design recommendations in the Limited Phase II Environmental Site Assessment prepared by Ninyo and Moore (2005) pertaining to groundwater and the project foundation and subterranean walls would prevent leakage from or contamination to the groundwater layer. Construction dewatering activities would require treatment prior to discharge under the City's National Pollution Discharge Elimination System.</i>		X			X	

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>Direct impacts associated with groundwater and surface water quality would not be significant. Although the proposed project would not result in direct impacts to water quality, the FEIR concluded that the water quality of San Diego Bay is already impacted, and the addition of any pollutants in urban runoff discharged to the Bay would result in a cumulatively significant impact. Thus, the project's incremental contribution to the discharge of polluted urban runoff into San Diego Bay, when viewed in connection with polluted runoff discharged into San Diego Bay by past, existing, and reasonably foreseeable future projects, is considered a significant cumulative impact. No mitigation other than adhering to existing regulations has been identified to feasibly reduce this impact to below a level of significance. Consistent with the FEIR, the cumulative water quality impact would remain significant and not mitigated.</i></p>						
<p>(b) Substantially increase impervious surfaces and associated runoff flow rates or volumes? <i>The project site is currently developed and covered with impervious surfaces. Implementation of the proposed project would result in impervious surfaces similar to those that exist onsite. Therefore, the redevelopment of the proposed site would not substantially increase the runoff volume entering the storm drain system and the proposed project would not substantially increase the runoff volume or pollutant concentration entering the storm drain system since the amount of impervious surfaces and, consistent with the analysis of the FEIR., direct and cumulative impacts associated with this issue are not significant.</i></p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(c) Substantially impede or redirect flows within a 100-year flood hazard area? <i>The project site is not located within a 100-year floodplain. Similarly, the proposed project would not affect off-site flood hazard areas, as no 100-year floodplains are located downstream. Therefore, impacts associated with these issues are not significant.</i>					X	X
(d) Substantially increase erosion and sedimentation? <i>The project site is currently developed with impervious surfaces. The hydrology of the proposed site would not be substantially altered by implementation of the proposed project as the site would maintain a similar quantity of impervious surfaces and, therefore, the proposed project would not substantially increase the long-term potential for erosion and sedimentation. However, the potential for erosion and sedimentation could increase during the short-term during site preparation, excavation and other construction activities. The proposed project's compliance with regulations mandating the preparation and implementation of a Storm Water Pollution Prevention Plan would ensure that impacts associated with erosion and sedimentation are not significant.</i>					X	X
9. LAND USE AND PLANNING						
(a) Physically divide an established community? <i>The proposed project would not have a footprint that exceeds one block and does not propose any features or structures that would physically divide an established community. Redevelopment of the project site would maintain the street grid and would implement design features to help integrate the structure with the surroundings. Impacts associated with this issue would not occur.</i>					X	X
(b) Substantially conflict with the City's General Plan and Progress Guide, Downtown Community Plan, Centre City PDO or other applicable land					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p>use plan, policy, or regulation? <i>The proposed project site is located within the Commercial/Office District under the 1992 PDO, which is intended to accommodate government, business and professional offices, hotels, judicial facilities, and a variety of support commercial services and residential development. An allowable base Floor Area Ratio (FAR) of 4.0 applies to this site. Upon approval of the design contract, it is anticipated that proposed fire station would likely result in the overall development of an approximate 19,000-square foot building constructed on an approximate 10, 000- square foot site. This would result in a total building FAR of 1.90, which is below the maximum permissible FAR of 4.0 allowed for this site. Under the 1992 PDO, no minimum off-street parking requirements shall apply to fire stations within Centre City; however, pending project approval, it is anticipated that up to 16 parking stalls (15 regular and 1 handicapped) would be provided in one underground level. As discussed in 7.c, the proposed project is within the jurisdiction of the ALUCP for SDIA; however, because it is anticipated that the proposed project would result in the construction of a building that would be no more than three stories in height, it is well within the limits for airspace protection. Therefore, impacts associated with this issue are not anticipated to occur. The redevelopment of the project site would comply with the goals and requirements of the Downtown Community Plan and would meet all applicable standards of the PDO if the findings for approval of the PDP for the driveway deviations are met. Therefore, no significant direct or cumulative impact associated with an adopted land use plan would occur.</i></p>						
<p>(c) Substantial incompatibility with surrounding land uses? <i>Sources of land use incompatibility include noise, lighting, shading, and industrial activities.</i></p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>It is not anticipated that redevelopment of the project site would result in, or be subject to, adverse impacts due to substantially incompatible land uses, with the exception of noise. Compliance with the City's Light Pollution Ordinance would ensure that land use incompatibility impacts related to the proposed project's emitting of, and exposure to, lighting are not significant. Existing mandatory local, state, and federal regulations controlling industrial activities would ensure that if a fire station were to be constructed and operated at the project site, it would not be vulnerable to potential land use compatibility impacts resulting from its proximity to nearby industrial activities. As discussed in the FEIR, a portion of Pacific Highway from Cedar to Beech Street within the vicinity of the proposed project would exceed 70 dB(A) CNEL. Potential impacts associated with the project's incompatibility with traffic noise on adjacent grid streets and railroad noise are likely to occur; these potential noise impacts are discussed in detail in Section 11(b). As discussed in the 2006 FEIR, noise levels from train and trolley operations do not exceed the exterior noise standard of 65 dBA CNEL and would, therefore, not result in significant impacts. Additionally, the FEIR states that diesel train engines may produce short-term noise levels of 85 dBA but concludes that the duration of these events is not sufficient to create a measurable noise constraint. Horns and crossing bells are categorized as "nuisance" noise within the 2006 FEIR. Noise from these sources can reach up to 95 dBA at a distance of 50 feet. While these nuisance noises would likely be heard intermittently at the proposed project site, they would not serve to exceed the 70 dBA CNEL standard at the proposed project site on a consistent basis. Less than significant impacts associated with this issue would occur. If approved, operational activities of the proposed</i></p>						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>fire station would be properly addressed by the conditions placed on the project. These conditions would minimize potential incompatibilities associated with lighting, and industrial activities, and no significant impacts are anticipated.</i>						
(d) Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by downtown development? <i>Because the project involves the redevelopment of an existing site with no impact to development off-site, and because transients are not known to currently congregate on site, the project will not contribute in a direct or cumulative manner to the impact of sanitation and litter problems generated by transients displaced.</i>					X	X
10. MINERAL RESOURCES						
(a) Substantially reduce the availability of important mineral resources? <i>The FEIR concludes that the viable extraction of mineral resources is limited in Centre City due to its urbanized nature and the fact that the area is not designated as having high mineral resource potential. Therefore, no impact associated with this issue would occur.</i>					X	X
11. NOISE						
(a) Substantial noise generation? <i>Short-term construction noise impacts would be avoided by adherence to construction noise limitations imposed by the City's Noise Abatement and Control Ordinance. The FEIR defines a significant long-term traffic noise increase as an increase of at least 3.0 dBA CNEL for street segments already exceeding 65 dBA CNEL. The FEIR identified nine segments in the downtown planning area that would be significantly impacted as a result of traffic generation. One of those nine segments (Pacific Highway from Cedar Street to Beech Street) directly borders the project site to the west. The FEIR further states that the Pacific Highway segment would experience and individually</i>	X	X				

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>significant increase (+5.4 dBA CNEL) with implementation of the Downtown Community Plan. The FEIR concludes that there are no feasible mitigation measures available to reduce the significant increase in noise on affected roadways and this impact remains significant and unavoidable.</i>						
(b) Substantial exposure of required outdoor residential open spaces or public parks and plazas to noise levels (e.g., exposure to levels exceeding 65 dBA CNEL)? <i>The FEIR indicates that traffic noise levels on an identified street segment bordering the project site (Pacific Highway from Cedar Street to Beech Street) would exceed the exterior noise level standard of 65 dBA CNEL for required outdoor residential open spaces. If a fire station were to be constructed and operated at the project site, it would accommodate the living and working needs of fire personnel while they are on duty and would be required to meet the interior noise standards for residential uses. While it is likely that a fire station would have an outdoor space for fire personnel, it would not be considered required open space, and would therefore not be subject to further noise mitigation. Additionally, the FEIR indicates that hourly average noise levels from the train and trolley operations do not exceed the exterior noise standard of 70 dBA CNEL and would, therefore, not result in significant impacts. As described in the FEIR, diesel train engines that travel immediately east of the project site may produce short-term noise levels of 85 dBA but concludes that the duration of these events is not sufficient to create a measurable noise constraint. Horns and crossing bells are categorized as “nuisance” noise within the 2006 FEIR. Noise from these sources can reach up to 95 dBA at a distance of 50 feet. While these nuisance noises would likely be heard at the proposed project site, they are short term and would not serve to exceed the 70 dBA CNEL hourly average standard at the</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>proposed project site. Yet, because the project does not contain required residential open spaces, or public parks or plazas, the project-level and cumulative impacts associated with this issue are not significant.</i>						
(c) <i>Substantial interior noise within habitable rooms (e.g., levels in excess of 45 dBA CNEL)?, If a fire station were to be constructed and operated at the project site subsequent to approval of the proposed project, it would accommodate the living and working needs of fire personnel while they are on duty and would be required to meet the interior noise standards for residential uses. As stated in the FEIR, prior to approval of a building permit for any residential, hospital, or hotel (habitable rooms) within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT (i.e., Pacific Highway between Cedar and Beech), an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL. Implementation of Mitigation Measure NOI-B.1-1 would reduce the impacts associated with interior noise in habitable rooms to a level less than significant. Therefore, project-level impacts associated with this issue are anticipated to be less than significant with mitigation. Cumulative impacts associated with this issue would not occur.</i>			X			X
12. POPULATION AND HOUSING						
(a) <i>Substantially induce population growth in an area? Redevelopment of the project site is consistent in land use with the Downtown Community Plan. The primary purpose of the project site's redevelopment is to provide increased fire protection for downtown businesses and residents. The project would not induce growth to exceed that analyzed throughout the FEIR and this Secondary Study.</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>Therefore, additional impacts associated with this issue would not occur.</i>						
(b) Substantial displacement of existing housing units or people? <i>Redevelopment of the project site is consistent in land use with the Downtown Community Plan and would provide increased fire protection services to downtown businesses and residents. Adverse physical changes associated with the population growth generated by the proposed project would not exceed those analyzed throughout the FEIR and this Secondary Study. No existing housing units are on site or would be affected by the development or operation of the proposed project. Overall displacement of existing housing units or persons would not occur as a result of the proposed project, and the construction of replacement housing would not be required. Impacts associated with this issue would not occur.</i>					X	X
13. PUBLIC SERVICES AND UTILITIES:						
(a) Substantial adverse physical impacts associated with the provision of new schools? <i>The FEIR concludes that the additional student population anticipated at buildout of downtown would require the construction of at least one additional school. The population of school-aged children attending public schools is dependent upon current and future residential development. If a fire station were to be constructed on the project site, it would provide habitable rooms for fire personnel and would not provide living accommodations for school-aged children. Since the accepted method for student population generation is rooted in residential development and the proposed project does not include residential uses for school-aged children, the proposed project would not generate a sufficient number of students to warrant construction of a new school facility.</i>					X	X
(b) Substantial adverse physical impacts associated with the provision of new libraries? <i>The FEIR concludes that, cumulatively, development in the</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>downtown would generate the need for a new Main Library and possibly several smaller libraries within the downtown. In and of itself, the proposed project would not generate additional demand necessitating the construction of new library facilities. However, according to the analysis in the FEIR, the proposed project is considered to contribute to the cumulative need for new library facilities in the downtown identified in the FEIR. Nevertheless, the specific future location of these facilities (except the Main Library) is unknown at present time. Pursuant to Section 15145 of CEQA, analysis of the physical changes in the downtown planning area, which may occur from future construction of these public facilities, would be speculative and no further analysis of their impacts is required (The environmental impacts of the Main Library were analyzed in a Secondary Study prepared by CCDC in 2001). Construction of any additional library facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures.</i></p>						
<p>(c) Substantial adverse physical impacts associated with the provision of new fire protection/emergency facilities? Approval of the proposed project would likely result in the construction of a new fire station. The FEIR does not conclude that the cumulative development of the downtown area would generate additional demand necessitating the construction of new fire protection/emergency facilities. However, through the collective efforts of the City, the Redevelopment Agency, and CCDC, two sites for new fire stations have been secured in the downtown area; one of which is the proposed project site for the Bayside Fire Station. The proposed Bayside Fire Station would serve to further improve and enhance the current fire protection services in the downtown area. Potential impacts associated with the proposed</p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>Bayside Fire Station are discussed throughout this Secondary Study. Upon approval of the contract for design services, the proposed Bayside Fire Station project would undergo further design review and entitlements process, along with subsequent environmental review. This subsequent environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures.</i>						
(d) Substantial adverse physical impacts associated with the provision of new law enforcement facilities? <i>The FEIR analyzes impacts to law enforcement service resulting from the cumulative development of the downtown and concludes that the construction of new law enforcement facilities would not be required. Since the land use designation of the proposed development is consistent with the Downtown Community Plan land use designation for the site, the project would not generate a level of demand for law enforcement facilities beyond the level assumed by the FEIR. However, the need for a new facility could be identified in the future. Pursuant to Section 15145 of CEQA, analysis of the physical changes in the downtown planning area, which may occur from future construction of law enforcement facilities, would be speculative and no further analysis of their impacts is required. However, construction of new law enforcement facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures.</i>					X	X
(e) Substantial adverse physical impacts associated with the provision of new water transmission or treatment facilities? <i>The FEIR concludes that new water treatment facilities would not be required to address the cumulative development of the downtown. In addition, water pipe improvements that may be needed to serve the proposed project are categorically exempt from</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>environmental review under CEQA as stated in the FEIR. Therefore, impacts associated with this issue would not be significant.</i>						
(f) Substantial adverse physical impacts associated with the provision of new storm water facilities? <i>The FEIR concludes that the cumulative development of the downtown would not impact the existing downtown storm drain system. Since implementation of the proposed project would result in impervious surfaces similar to the existing use of the site, the amount of runoff volume entering the storm drain system would not increase. The proposed project would also be designed to be LEED Silver certified and would include design elements that would increase the amount of surface area absorption and would, through controlled diversion, assist in the prevention of storm water runoff to ground-level storm water system drains and localized flooding on nearby streets. Therefore, the proposed project would not create demand for new storm water facilities. Direct and cumulative impacts associated with this issue are considered not significant.</i>					X	X
(g) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? <i>California Water Code Section 10910 requires projects analyzed under CEQA to assess water demand and compare that finding to the jurisdiction's projected water supply. Because full buildout of the 2006 Downtown Community Plan is not anticipated until year 2030, construction of projects currently in the pipeline – including the proposed project – would not exceed planned water supplies. The proposed demand generated by the Bayside Fire Station Project comprises a small fraction of planned water deliveries. Construction of a “reasonably foreseeable” list of projects in the near-term would generate a total of 34,282 housing units, which is the total accommodated by the San</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>Diego Association of Governments Regional Growth Forecast and the San Diego Water District's 2005 Urban Water Management Plan (UWMP). In the short term, planned water supplies and transmission or treatment facilities are adequate. Expansion of the Alvarado Water Treatment Plant (underway) would also provide increased capacity for treating water supply for the downtown area. Water transmission infrastructure necessary to transport water supply to the downtown area is already in place. Potential direct impacts would not be significant. However, buildout of the 2006 Downtown Community Plan would generate 4.2 percent more water demand than planned for in the adopted 2005 UWMP. The proposed project would contribute to this cumulative water supply impact. However, the San Diego County Water Authority has clearly stated in its 2005 UWMP that additional supplies are available through its Metropolitan Water District purchasing agreements should any of the member agencies demand water in exceedence of planned supplies. Additionally, the project water demand is not a considerable contribution to the cumulative impact and therefore does not trigger the CEQA threshold. Potential cumulative impacts would not be significant.</i></p>						
<p>(h) Substantial adverse physical impacts associated with the provision of new wastewater transmission or treatment facilities? <i>The FEIR concludes that new wastewater treatment facilities would not be required to address the cumulative development of the downtown. In addition, sewer improvements that may be needed to serve the proposed project are categorically exempt from environmental review under CEQA as stated in the FEIR. Therefore, impacts associated with this issue would not be significant.</i></p>					X	X
<p>(i) Substantial adverse physical impacts associated</p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p>with the provision of new landfill facilities? <i>The FEIR concludes that cumulative development within the downtown would increase the amount of solid waste sent to the Miramar Landfill and contribute to the eventual need for an alternative landfill. Although the proposed project would generate a higher level of solid waste than the existing use of the site, implementation of a mandatory Waste Management Plan and compliance with the applicable provisions of the San Diego Municipal Code would ensure that both short- and long-term project-level impacts are not significant. However, the project would contribute, in combination with other development activities in the downtown, to the cumulative increase in the generation of solid waste sent to the Miramar Landfill and the eventual need for a new landfill as identified in the FEIR.</i></p> <p><i>The location and size of a new landfill is unknown at this time. Pursuant to Section 15145 of CEQA, analysis of the physical changes that may occur from future construction of landfills would be speculative and no further analysis of their impacts is required. However, construction or expansion of a landfill would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures. Therefore, cumulative impacts of the proposed project are also considered not significant.</i></p>						
14. PARKS AND RECREATIONAL FACILITIES:						
(a) Substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? <i>The FEIR discusses impacts to park and recreational facilities and the maintenance thereof and concludes that buildout of the Downtown Community Plan would not result in significant impacts associated with this</i>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>issue. The proposed project would likely result in the construction of a fire station and would not generate a level of demand for parks and recreational facilities beyond the level assumed by the FEIR. Therefore, substantial deterioration of existing neighborhood or regional parks would not occur or be substantially accelerated as a result of the proposed project. No significant impacts associated with this issue would occur.</i></p>						
15. TRANSPORTATION/TRAFFIC						
<p>(a) Cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E? According to the FEIR, any project anticipated to generate more than 2,400 daily trips or 200 peak hour trips is required to prepare a traffic study. Based on the anticipated use of the project site (i.e., fire station), a traffic study was prepared by Linscott, Law, and Greenspan Engineers to assess the potential impacts to the local circulation system as a result of the proposed project. Based on the findings of the study, the proposed fire station would generate a total of 138 average daily trips. The study confirmed that the proposed fire station would not cause the LOS on any of the study intersections to drop below the LOS E threshold. While no study intersections would drop below the LOS E threshold, the following design recommendations related to access, incident call operations, and other modifications were included in the traffic study to ensure no impacts associated with traffic would occur:</p> <ul style="list-style-type: none"> • Pacific Highway along the project frontage should comply with the North Embarcadero Visionary Plan (NEVP) cross-section for a 6-lane Prime Arterial. The North Embarcadero Visionary Plan Schematic Design shows a right-of-way of 130 feet and a curb-to-curb section of 106 feet. • The project proposes one driveway on Pacific Highway. This driveway is intended to 		X			X	

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>primarily serve the entrance to the personal and fire truck vehicles and the exit to the personal vehicles. The driveway will be restricted to right-in/right-out only movements due to the raised median on Pacific Highway. The driveway is proposed to be placed as far south along the project frontage as physically possible. No issues with this driveway placement are foreseen.</i></p> <ul style="list-style-type: none"> <i>Cedar Street along the project frontage should comply with the North Embarcadero Visionary Plan cross-section for a 2-lane Collector. The North Embarcadero Visionary Plan Schematic Design shows a right-of-way of 80 feet and a curb-to-curb width of 52 feet.</i> <i>Based on the "Quiet Zone" conceptual plan for Cedar Street, it shows a raised median of approximately 200 feet in length (with a 30-foot break). In addition, it includes quad gates, pre-signals, cantilevers with flashing lights and pedestrian gates.</i> <i>The traffic signal preemption at the Pacific Highway and Cedar Street intersection should be designed to provide an emergency fire service vehicle the ability to preempt the traffic signal in order to have a green light for Cedar Street.</i> <i>When the tracks are being used by the Trolley, Coaster or Amtrak, gates are down for no more than 30 seconds. For freight trains, the gates can be down for several minutes. When this occurs, queues could develop at the gates and extend all the way to Pacific Highway. Therefore, the southbound left-turn should be skipped so vehicles don't enter Cedar Street with no place to go. If it becomes a problem, then the City will need to monitor and make sure that the fire station driveway blockage is not a consistent problem. The City should consider a no-right-turn illumination on red and green when gates are down.</i> 						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<ul style="list-style-type: none"> <i>The train call traffic signal preemption takes priority in the event of an incident call. Emergency fire service vehicles traveling east will be forced to withstand the entire train call preemptive system until the train has passed and the gates are raised. The traffic signal preemption at the Pacific Highway and Cedar Street intersection should be designed to provide an emergency fire service vehicle the ability to preempt the traffic signal in order to have a green light for Cedar Street. The preemption system will hold vehicles traveling northbound and southbound on Pacific Highway by giving the vehicles a red light. In the event that the emergency fire vehicle is traveling west during a train call, vehicles waiting for a train to pass that are concurrently blocking the fire station driveway would be able to pull over along the red curb and clear the fire station driveway to create a "break" where the emergency vehicles could exit without major delays. The City should consider a no-right-turn illumination on red and green when gates are down.</i> <i>A painted red curb with a 10-foot striping area along the south side of Cedar Street between the fire station and the railroad tracks. In the occasion that a vehicle is waiting for a train to pass and is concurrently blocking the fire station driveway, the red curb would allow a vehicle to pull over and clear the fire station driveway. The red curb will eliminate approximately four existing parking spots.</i> <i>A "Keep Clear" sign should be painted on the pavement in front of the fire station driveway.</i> <i>The raised median due to the "Quiet Zone" will need a break beyond the proposed 30 feet. Increase the median break to 40 feet to allow for fire trucks to make left turns out.</i> <p><i>In addition, the traffic generated by the proposed fire station would, in combination with the traffic</i></p>						

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	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>generated by other downtown development, contribute to the significant cumulative traffic impacts projected in the FEIR to occur on a number of downtown roadway segments and intersections, and streets within neighborhoods surrounding the project area at buildout of the Community Plan. The FEIR lists the traffic improvements that must be made downtown to accommodate build out of the Downtown Community Plan by 2030. In addition, FEIR Mitigation Measure TRF-A.1.1-1 (see Attachment A) requires that CCDC prepare a Master Traffic Study for downtown, the Downtown Near-Term Traffic Assessment, at least every five years. The Downtown Near-Term Traffic Assessment, which analyzes near-term year 2012 conditions, was completed in June 2007. The project-level traffic impact report requirement and the Downtown Near-Term Traffic Assessment evaluate whether any traffic improvements identified in the FEIR need to be installed to accommodate interim growth, and if so, then the CCDC is required to put those improvements into the Capital Improvement Program and complete them within five years. Since the proposed project is consistent in land use with the assumptions of the FEIR, analyses of Year 2030 cumulative impacts, transit impacts, and freeway impacts are not required in the traffic study. Analysis of these impacts is covered by the traffic analysis of the FEIR. The FEIR includes mitigation measures to address these impacts, but they may or may not be able to fully mitigate these cumulative impacts. Therefore, the proposed project would contribute to significant cumulative impacts associated with downtown roadway segments and intersections, and streets within neighborhoods surrounding the project area at buildout of the Community Plan.</i></p>						
<p>(b) Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes? <i>The FEIR concludes that development within the downtown will result in</i></p>		X				X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p><i>significant cumulative impacts to freeway segments and ramps serving the downtown planning area. Since the land use designation of the project is not substantially different from the land use designation assumed in the FEIR analysis, the proposed development would contribute on a cumulative-level to the substandard LOS F identified in the FEIR on all freeway segments in the downtown area and on several ramps serving the downtown. FEIR Mitigation Measure TRF-A.2.1-1(see Attachment A) would reduce these impacts to the extent feasible, but not below a level of significance, (this mitigation measure is not the responsibility of the proposed project, and therefore, is not included in Attachment A). The FEIR concludes that the uncertainty associated with implementing freeway improvements and limitations in increasing ramp capacity limits the feasibility of fully mitigating impacts to these facilities. Thus, the proposed project's cumulative-level impacts to freeways would remain significant and unavoidable, consistent with the analysis of the FEIR.</i></p>						
<p>(c) Create an average demand for parking that would exceed the average available supply? <i>Under the 1992 PDO, there is no minimum parking requirement for fire stations. However, it is anticipated that the proposed project would provide 16 parking stalls (15 regular and 1 handicapped) on-site. Therefore, it is anticipated that the proposed project would not create an average demand for parking that would exceed the average supply and impacts would not be significant.</i></p>					X	X
<p>(d) Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded? <i>The proposed project does not include any features that would discourage the use of alternative modes of transportation. The project does not propose any hazards or barriers for pedestrians or bicyclists.</i></p>					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>Any required improvements would be constructed to maintain existing conditions as it relates to pedestrians and bicyclists. Therefore, no impact will occur associated with transit or alternative modes of transportation.</i>						
16. MANDATORY FINDINGS OF SIGNIFICANCE						
(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? <i>As indicated in the FEIR, due to the highly urbanized nature of the downtown area, no sensitive plant or animal species, habitats, or wildlife migration corridors are located in the Centre City area. However, the project does have the potential to eliminate important examples of major periods of California history or prehistory at the project level. No other aspects of the project would substantially degrade the environment. Cumulative impacts are described in subsection 16.b below.</i>	X	X				
(b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? <i>As acknowledged in the FEIR, implementation of the Downtown Community Plan, PDO, and Redevelopment Plan would result in cumulative impacts associated with: aesthetics/visual quality, air quality, historical and archaeological resources, physical changes associated with transient activities, noise, parking, traffic, and water quality. This project</i>		X				

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<i>would contribute to those impacts, specifically aesthetics/visual quality, air quality, historical and archaeological resources, noise, traffic, and water quality. Implementation of the mitigation measures identified in the FEIR would reduce some significant cumulative impacts; however, the impacts would remain significant and immitigable. Cumulative impacts would not be greater than those identified in the FEIR.</i>						
(c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? <i>As described elsewhere in this study, the proposed project would result in significant and unmitigated impacts. Those impacts associated with air and noise could have substantial adverse effects on human beings. However, these impacts would be no greater than those assumed in the FEIR. Implementation of the mitigation measures identified in the FEIR would mitigate many, but not all, of the significant impacts.</i>	X	X				

ATTACHMENT A
MITIGATION MEASURES
FOR THE PROPOSED
BAYSIDE FIRE STATION PROJECT

April 2009

**ATTACHMENT A
MITIGATION MONITORING AND REPORTING PROGRAM**

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
AIR QUALITY (AQ)				
<p>Impact AQ-B.1: Dust and construction equipment engine emissions generated during grading and demolition would impact local and regional air quality. (Direct and Cumulative)</p>	<p>Mitigation Measure AQ-B.1-1: Prior to approval of a Grading or Demolition Permit, the City of San Diego shall confirm that the following conditions have been applied, as appropriate:</p> <ol style="list-style-type: none"> 1. Exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the development site, additional applications of water shall be applied as necessary to prevent visible dust plumes from leaving the development site. When wind velocities are forecast to exceed 25 miles per hour, all ground-disturbing activities shall be halted until winds that are forecast to abate below this threshold. 2. Dust suppression techniques shall be implemented including, but not limited to, the following: <ol style="list-style-type: none"> a. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the Centre City Development Corporation (CCDC). b. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized. c. Material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. 3. Vehicles on the construction site shall travel at speeds less than 15 miles per hour. 4. Material stockpiles subject to wind erosion during construction activities, which will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer. 5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition. 6. All diesel-powered vehicles and equipment shall be properly operated and maintained. 7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five (5) minutes, as required by state law. 8. The construction contractor shall utilize electric or natural gas-powered equipment in lieu of gasoline or diesel-powered engines, where feasible. 	<p>Prior to Demolition or Grading Permit (Design)</p>	<p>Developer</p>	<p>City</p>

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>9. As much as possible, the construction contractor shall time the construction activities so as not to interfere with peak hour traffic. To minimize obstruction of through traffic lanes adjacent to the site, a flag-person shall be retained to maintain safety adjacent to existing roadways, if necessary.</p> <p>10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.</p> <p>11. Low volatile organic compound (VOC) coatings shall be used as required by San Diego Air Pollution Control District (SDAPCD) Rule 67. Spray equipment with high transfer efficiency, such as the high volume-low pressure (HVL) spray method, or manual coatings application such as paintbrush, hand roller, trowel, spatula, dauber, rag, or sponge shall be used to reduce VOC emissions, where feasible.</p> <p>12. If construction equipment powered by alternative fuel sources (LPG/CNG) is available at comparable cost, the developer shall specify that such equipment be used during all construction activities on the development site.</p> <p>13. The developer shall require the use of particulate filters on diesel construction equipment if use of such filters is demonstrated to be cost-competitive for use on this development.</p> <p>14. During demolition activities, safety measures as required by City/County/State for removal of toxic or hazardous materials shall be utilized.</p> <p>15. Rubble piles shall be maintained in a damp state to minimize dust generation.</p> <p>16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible.</p> <p>17. If alternative-fueled and/or particulate filter-equipped construction equipment is not feasible, construction equipment shall use the newest, least-polluting equipment, whenever possible.</p>			
HISTORICAL RESOURCES				
<p>Impact HIST-B.1: Development in downtown could impact significant buried archaeological resources. (Direct and Cumulative)</p>	<p><i>Mitigation Measure HIST-B.1-1:</i> If the potential exists for archaeological resources, the following measures shall be implemented.</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the Centre City Development Corporation (CCDC) shall verify that the requirements for</p>	<p>Prior to Demolition or Grading Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	<p>Developer</p>	<p>CCDC</p>

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>Archaeological Monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.</p> <p>B. Letters of Qualification have been submitted to CCDC</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to CCDC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour Hazardous Waste Operations and Emergency Response (HAZWOPER) training with certification documentation. 2. CCDC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project. 3. Prior to the start of work, the applicant must obtain approval from CCDC for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to CCDC that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to CCDC requesting a reduction to the ¼ mile radius. <p>B. PI Shall Attend Pre-construction (Precon) Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and CCDC. The qualified Archaeologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the CM and/or Grading Contractor. <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with CCDC, the PI, RE, CM or BI, if appropriate, prior to the start of any work, that requires monitoring. 2. Identify Areas to be Monitored <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit an 			

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	<p>Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to CCDC identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>3. When Monitoring Will Occur</p> <p>a. Prior to the start of any work, the PI shall also submit a construction schedule to CCDC through the RE indicating when and where monitoring will occur.</p> <p>b. The PI may submit a detailed letter to CCDC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents, which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.</p> <p>III. During Construction</p> <p>A. Monitor Shall be Present During Grading/Excavation/ Trenching</p> <p>1. The monitor shall be present full-time during soil remediation and grading/excavation/trenching activities that could result in impacts to archaeological resources as identified on the AME. The CM is responsible for notifying the RE, PI, and CCDC of changes to any construction activities.</p> <p>2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to CCDC.</p> <p>3. The PI may submit a detailed letter to CCDC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, or when native soils are encountered may reduce or increase the potential for cultural resources to be present.</p> <p>B. Discovery Notification Process</p> <p>1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.</p> <p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>3. The PI shall immediately notify CCDC by phone of the discovery, and shall also submit written documentation to CCDC within twenty-four (24) hours by fax or email with photos of the resource in context, if possible.</p> <p>C. Determination of Significance</p> <p>1. The PI and Native American representative, if applicable, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.</p> <p>a. The PI shall immediately notify CCDC by phone to discuss significance determination and shall also submit a letter to CCDC indicating whether additional mitigation is required.</p> <p>b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from CCDC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume.</p> <p>c. If resource is not significant, the PI shall submit a letter to CCDC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.</p> <p>IV. Discovery of Human Remains If human remains are discovered, work shall halt in that area and the following procedures set forth in the California Public Resources Code (PRC) (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <p>1. Archaeological Monitor shall notify the RE or BI as appropriate, CCDC, and the PI, if the Monitor is not qualified as a PI.</p> <p>2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.</p> <p>B. Isolate discovery site</p> <p>1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.</p> <p>2. The Medical Examiner, in consultation with the PI, shall determine the need for a field examination to determine the provenience.</p> <p>3. If a field examination is not warranted, the Medical Examiner shall determine with input from the PI, if the remains are or are most likely to be of Native American origin.</p>			

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	<p>C. If Human Remains are determined to be Native American</p> <ol style="list-style-type: none"> 1. The Medical Examiner shall notify the Native American Heritage Commission (NAHC). By law, only the Medical Examiner can make this call. 2. The NAHC shall contact the PI within twenty-four (24) hours or sooner, after Medical Examiner has completed coordination. 3. NAHC shall identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information. 4. The PI shall coordinate with the MLD for additional consultation. 5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, if: <ol style="list-style-type: none"> a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within twenty-four (24) hours after being notified by the NAHC; or; b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner. <p>D. If Human Remains are not Native American</p> <ol style="list-style-type: none"> 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with CCDC, the applicant/landowner and the Museum of Man. <p>V. Night Work</p> <p>A. If night work is included in the contract</p> <ol style="list-style-type: none"> 1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries <ol style="list-style-type: none"> (1) In the event that no discoveries were encountered during night work, the PI shall record the information on the CSV and submit to CCDC via fax by 9 a.m. the following morning, if possible. b. Discoveries <ol style="list-style-type: none"> (1) All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of 			

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	<p>Human Remains.</p> <p>c. Potentially Significant Discoveries (1) If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. The PI shall immediately contact CCDC, or by 8 a.m. the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> 1. The CM shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify CCDC immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>VI. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> 1. The PI shall submit two (2) copies of the Draft Monitoring Report (even if negative), which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to CCDC for review and approval within ninety (90) days following the completion of monitoring, <ol style="list-style-type: none"> a. For significant archaeological resources encountered during monitoring, the ADRP shall be included in the Draft Monitoring Report. b. Recording sites with State of California Department of Parks and Recreation <ol style="list-style-type: none"> 1. The PI 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 with the Final Monitoring Report. 2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to CCDC for approval. 4. CCDC shall provide written verification to the PI of the approved report. 5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. <p>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued. 			

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	<ol style="list-style-type: none"> 2. The PI shall be responsible for ensuring 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. 3. The PI shall submit a Collections Management Plan to CCDC for review and approval for any project that results in a substantial collection of historical artifacts. <p>C. Curation of artifacts: Accession Agreement and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with CCDC and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and CCDC. <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to CCDC (even if negative), within ninety (90) days after notification from CCDC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from CCDC, which includes the Acceptance Verification from the curation institution. <p>Note: The original text for Mitigation Measure HIST-B.1-1 that was included in the DEIR has been replaced by the above text. The original deleted language appears in Section 5.3.4 of this FEIR.</p>			
NOISE (NOI)				
<p>Impact NOI-B.1-1 Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses (exclusive of residential and hotel uses) to exceed 45 dB(A). (Direct)</p>	<p>Mitigation Measure NOI-B.1-1: Prior to approval of a Building Permit for any residential, hospital, or hotel within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.</p>	<p>Prior to Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	<p>Developer</p>	<p>CCDC/City</p>

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PALEONTOLOGICAL RESOURCES (PAL)				
<p>Impact PAL-A.1-1: Excavation in geologic formations with a moderate to high potential for paleontological resources could have a significant impact on these resources, if present. (Direct and Cumulative)</p>	<p>Mitigation Measure PAL-A.1-1: In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by the Centre City Development Corporation (CCDC).</p> <p>I. Prior to Permit Issuance</p> <p>A. Construction Plan Check</p> <ol style="list-style-type: none"> 1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, CCDC shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. <p>B. Letters of Qualification have been submitted to CCDC</p> <ol style="list-style-type: none"> 1. The applicant shall submit a letter of verification to CCDC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines. 2. CCDC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project. 3. Prior to the start of work, the applicant shall obtain approval from CCDC for any personnel changes associated with the monitoring program. <p>II. Prior to Start of Construction</p> <p>A. Verification of Records Search</p> <ol style="list-style-type: none"> 1. The PI shall provide verification to CCDC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. <p>B. PI Shall Attend Pre-construction (Precon) Meetings</p> <ol style="list-style-type: none"> 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading 	<p>Prior to Demolition, Grading or Building Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	<p>Developer</p>	<p>CCDC/City</p>

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	<p>Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and CCDC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the CM and/or Grading Contractor.</p> <ol style="list-style-type: none"> a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with CCDC, the PI, RE, CM or BI, if appropriate, prior to the start of any work, that requires monitoring. <ol style="list-style-type: none"> 2. Identify Areas to be Monitored <ol style="list-style-type: none"> a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to CCDC identifying the areas to be monitored including the delineation of grading/excavation limits. b. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation). 3. When Monitoring Will Occur <ol style="list-style-type: none"> a. Prior to the start of any work, the PI shall also submit a construction schedule to CCDC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to CCDC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents that indicate conditions such as depth of excavation and/or site graded to bedrock, presence, or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present. <p>III. During Construction</p> <ol style="list-style-type: none"> A. Monitor Shall be Present During Grading/Excavation/Trenching <ol style="list-style-type: none"> 1. The Monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The CM is responsible for notifying the RE, PI, and CCDC of changes to any construction activities. 2. The Monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to CCDC. 3. The PI may submit a detailed letter to CCDC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when 			

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	<p>unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</p> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify CCDC by phone of the discovery, and shall submit written documentation to CCDC within twenty-four (24) hours by fax or email with photos of the resource in context, if possible. <p>C. Determination of Significance</p> <ol style="list-style-type: none"> 1. The PI shall evaluate the significance of the resource. <ol style="list-style-type: none"> a. The PI shall immediately notify CCDC by phone to discuss significance determination and shall also submit a letter to CCDC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from CCDC. Impacts to significant resources must be mitigated before ground-disturbing activities in the area of discovery will be allowed to resume. c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to CCDC unless a significant resource is encountered. d. The PI shall submit a letter to CCDC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required. <p>IV. Night Work</p> <p>A. If night work is included in the contract</p> <ol style="list-style-type: none"> 1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the Precon meeting. 2. The following procedures shall be followed. <ol style="list-style-type: none"> a. No Discoveries <ol style="list-style-type: none"> (1) In the event that no discoveries were encountered during night work, The PI shall record the information on the CSVR and submit to CCDC via fax by 9 			

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	<p style="text-align: center;">a.m. the following morning, if possible.</p> <ul style="list-style-type: none"> b. Discoveries <ul style="list-style-type: none"> (1) All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction. c. Potentially Significant Discoveries <ul style="list-style-type: none"> (1) If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact CCDC, or by 8 a.m. the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. <p>B. If night work becomes necessary during the course of construction</p> <ul style="list-style-type: none"> 1. The CM shall notify the RE, or BI, as appropriate, a minimum of twenty-four (24) hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify CCDC immediately. <p>C. All other procedures described above shall apply, as appropriate.</p> <p>VI. Post Construction</p> <p>A. Submittal of Draft Monitoring Report</p> <ul style="list-style-type: none"> 1. The PI shall submit two (2) copies of the Draft Monitoring Report (even if negative), which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to CCDC for review and approval within ninety (90) days following the completion of monitoring, <ul style="list-style-type: none"> a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum <ul style="list-style-type: none"> (1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to CCDC for approval. 4. CCDC shall provide written verification to the PI of the approved report. 5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. 			

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	<p>B. Handling of Fossil Remains</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. <p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and CCDC. <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> 1. The PI shall submit two copies of the Final Monitoring Report to CCDC (even if negative), within ninety (90) days after notification from CCDC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from CCDC, which includes the Acceptance Verification from the curation institution. 			
TRAFFIC AND CIRCULATION (TRF)				
<p>Impact TRF-A.1.1.1: Increased traffic on grid streets from Downtown development would result in unacceptable levels of service on specific roadway intersections and/or segments within Downtown. (Direct)</p>	<p><i>Mitigation Measure TRF-A.1.1-1:</i> At five (5)-year intervals, commencing upon adoption of the proposed Community Plan, CCDC shall conduct a downtown-wide evaluation of the ability of the grid street system to accommodate traffic within downtown as well as the following roadway segment in the surrounding neighborhood: Imperial Avenue (between 25th Street and of 28th Street). In addition to identifying roadway intersections or segments that may need immediate attention, the evaluation shall identify roadways, which may warrant interim observation prior to the next five (5)-year evaluation. The need for roadway improvements shall be based upon deterioration to Level of Service F and/or other standards established by CCDC, in cooperation with the City Engineer. In completing these studies, the potential improvements identified in Appendix C of the traffic study and Tables 5.2-20 and -21 of the Final Environmental Impact Report (FEIR) will be reviewed to determine whether these or other actions are required to improve traffic flow along affected roadway corridors. As necessary, potential improvements shall also be determined for the identified roadway segments within the surrounding neighborhoods. In selecting improvements, CCDC shall review the effect the improvement may have on pedestrian or bicycle activities whenever pedestrians must traverse any of the following roadway conditions:</p>	Every five years	CCDC/City	CCDC/City

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	<ul style="list-style-type: none"> • Five or more lanes at any intersection (excepting boulevards); • Three or more travel lanes on residential streets, or crossing roadways with four or more lanes; • Four or more travel lanes on multi-function streets, or crossing roadways with four or more travel lanes; or • Dual right-turn lanes. <p>In order to determine if the roadway improvements included in the current five (5)-year Capital Improvement Program, or the equivalent, are sufficient to accommodate developments, a traffic study would be required for large projects. For purposes of determining when a traffic study is required, traffic studies shall be required for any project that will be large enough to have an individual effect. The threshold to be used for determining the need for a traffic study shall reflect the threshold used in the County's Congestion Management Program (CMP). The CMP stipulates that any activity forecasted to generate 2,400 or more daily trips (200 or more equivalent peak hour trips) must be evaluated in accordance with the requirements of the Regional Congestion Management Plan.</p>			
<p>Impact TRF-A.2.1: Additional traffic on freeway segments and ramps serving downtown associated with future downtown development would result in unacceptable delays and level of service. (Direct and Cumulative)</p>	<p>Mitigation Measure TRF-A.2.1-1: Upon adoption of the Community Plan, CCDC shall initiate a multi-jurisdictional effort to develop a detailed, enforceable plan (the Plan) that will identify transportation improvements that would reduce congestion on Interstate 5 (I-5) through downtown. The Plan would also identify funding sources including federal, state, regional, and local funding; this may also include fair share contributions by development as well as other mechanisms based on a nexus study. The process and Plan required by this mitigation measure shall include the following:</p> <ol style="list-style-type: none"> a) The responsible entities [the Entities] included in this effort will include, but may not be limited to, the City of San Diego (City), CCDC, San Diego Association of Governments (SANDAG), California Department of Transportation (Caltrans), and the Metropolitan Transit System (MTS). Other entities may be included upon the concurrence of the foregoing Entities. b) The Plan will specifically identify physical and operational improvements to I-5, other freeways, relevant arterial roads and transit facilities (the Improvements), that are focused on specific transportation impacts created by downtown development, and will also identify the specific responsibilities of each Entity for the construction, maintenance and financing for each Improvement. The Plan may also identify other Improvements necessary to address regional transportation needs, but for purposes of this mitigation measure, the Improvements 	<p>Upon Plan Adoption</p>	<p>CCDC</p>	<p>CCDC/City</p>

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	<p>included in the Plan need only be designed to mitigate the impacts created by downtown development.</p> <p>c) The Plan will set forth a timeline and other agreed-upon relevant criteria for implementation of each Improvement.</p> <p>d) The Plan will identify the total estimated costs for each such Improvement, including construction, maintenance and operational costs (the Total Costs), and the responsibility of each Entity for both implementation and funding for such Total Costs.</p> <p>e) The Plan will include the parameters for any fair-share or development impact fee programs (or the like) to be implemented, that would require private and/or public developers to contribute to the Total Costs, in a manner that will comply with applicable law.</p> <p>f) In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with existing local and regional transportation and facilities financing plans and programs. To avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the planning, funding, construction, maintenance, or operation of any transportation improvement.</p> <p>g) Upon adoption of the Plan by the City Council, SANDAG, MTS, and Caltrans will also seek endorsement of same through their government structures.</p> <p>h) CCDC shall seek adoption of the Plan at a public hearing before the City Council within one (1) year of the initiation of the multi-jurisdictional effort to develop the Plan. CCDC shall report in writing, and at a public hearing before the City Council and SANDAG (if SANDAG agrees to place such a report on its agenda), regarding the progress made to develop the Plan, within six (6) months of the first meeting of the entities. Thereafter, CCDC shall report to the City Council at least annually regarding the progress of the Plan, for a period of not less than five (5) years, which may be extended at the request of the City Council.</p> <p>i) The Plan shall also expressly include each Entity's pledge that it will cooperate with CCDC in making the required reports to the Agency, including the presence and participation of a</p>			

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	<p>responsible representative of the Entity at all public hearings called for the purpose of reviewing the progress of development and implementation of the Plan.</p> <p>j) The PFFP shall be amended to include any projects in the Plan that CCDC and the City Council determine are appropriate for inclusion in the PFFP. The amendment to the PFFP to accommodate such appropriate improvements shall be processed for adoption at the time the Plan is submitted for adoption to the City Council. The failure or refusal of any Entity other than CCDC or the City to cooperate in the implementation of this mitigation measure shall not constitute a failure of CCDC or the City to implement this mitigation measure. However, the CCDC and City shall each use its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of the mitigation measure.</p>			

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