

ATTACHMENT E

**ENVIRONMENTAL SECONDARY STUDY  
FOR THE  
FIRE STATION NO. 2 (BAYSIDE)**



**JUNE 2010**

Prepared for: City of San Diego Redevelopment Agency  
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# ENVIRONMENTAL SECONDARY STUDY

1. **PROJECT TITLE:** Fire Station No. 2 (Bayside)
2. **APPLICANT:** Centre City Development Corporation, on behalf of the City of San Diego Redevelopment Agency
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 drive-through 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 two-story commercial building and one one-story warehouse), and the Hampton Inn. Specific uses for surrounding blocks include another drive-through 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/ Tuscan residential project to the east; and an additional residential development to the south (Figure 2). 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 located 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 (CCC) has not yet approved the newest version of the Downtown Community Plan and Centre City PDO at this time. Under the 1992 PDO, the site is located within the Commercial Office land use district, which is intended to accommodate government, business and professional offices, hotels, judicial facilities, and a variety of support commercial services and residential developments. In addition, the site is located within the County Administration Center Design Zone, which established policies to ensure that new development is sympathetic in scale, character, and height to the historical significance of the site. When the 2006 PDO amendments are approved by the CCC (estimated in early 2011), the site will be considered as part of the Employment/Residential Mixed-Use District, which is similar to the Commercial Office District. 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. The permitted Floor Area Ratio (FAR) for this site is 4.0 and the project proposes 1.6 (note that the 2006 minimum FAR requirements of 2.5 is not yet applicable to this site).

- 5. PROJECT DESCRIPTION:** This Secondary Study analyzes the potential environmental impacts associated with the proposed Fire Station No.2 (Bayside). The proposed project would involve the construction of a three-story fire station with one level of underground parking on a 10,000 square foot site located at the southeast corner of Pacific Highway and Cedar Street. The proposed fire station would consist of an approximately 16,000 square foot structure to accommodate an apparatus bay to house up to three fire vehicles and living and working quarters for the fire crew (Figure 3). The station would house up to 12 personnel, including three fire captains, three fire engineers, and six firefighters. Three of the 12 personnel would be trained paramedics. A single level of below grade parking would provide a total of 16 spaces (Figure 4).

The ground level of the proposed project would contain a drive through apparatus bay that would accommodate up to three engines, trucks, medic, and/or other fire-rescue vehicles (Figure 5). The following fire apparatus vehicles would be assigned to the proposed project:

- 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).

The ground floor would also contain a public lobby and administrative offices. The second floor would contain living and sleeping quarters for the fire crew and a majority of this floor would be open to the apparatus bay below (Figure 6). The third floor would also contain living and sleeping quarters but would also contain an exercise room, kitchen, and dining area (Figure 7). In addition, the proposed project would include a roof deck accessed on the third floor adjacent to the kitchen and dining area (Figure 8). Building vicinity elevations are provided in Figure 9.

The proposed fire station would be accessed via two driveways. The Pacific Highway driveway would be the entry for the fire vehicles and the entrance/exit for the underground parking area. The fire vehicles would exit the site through the Cedar Street driveway, enabling them to head west, then

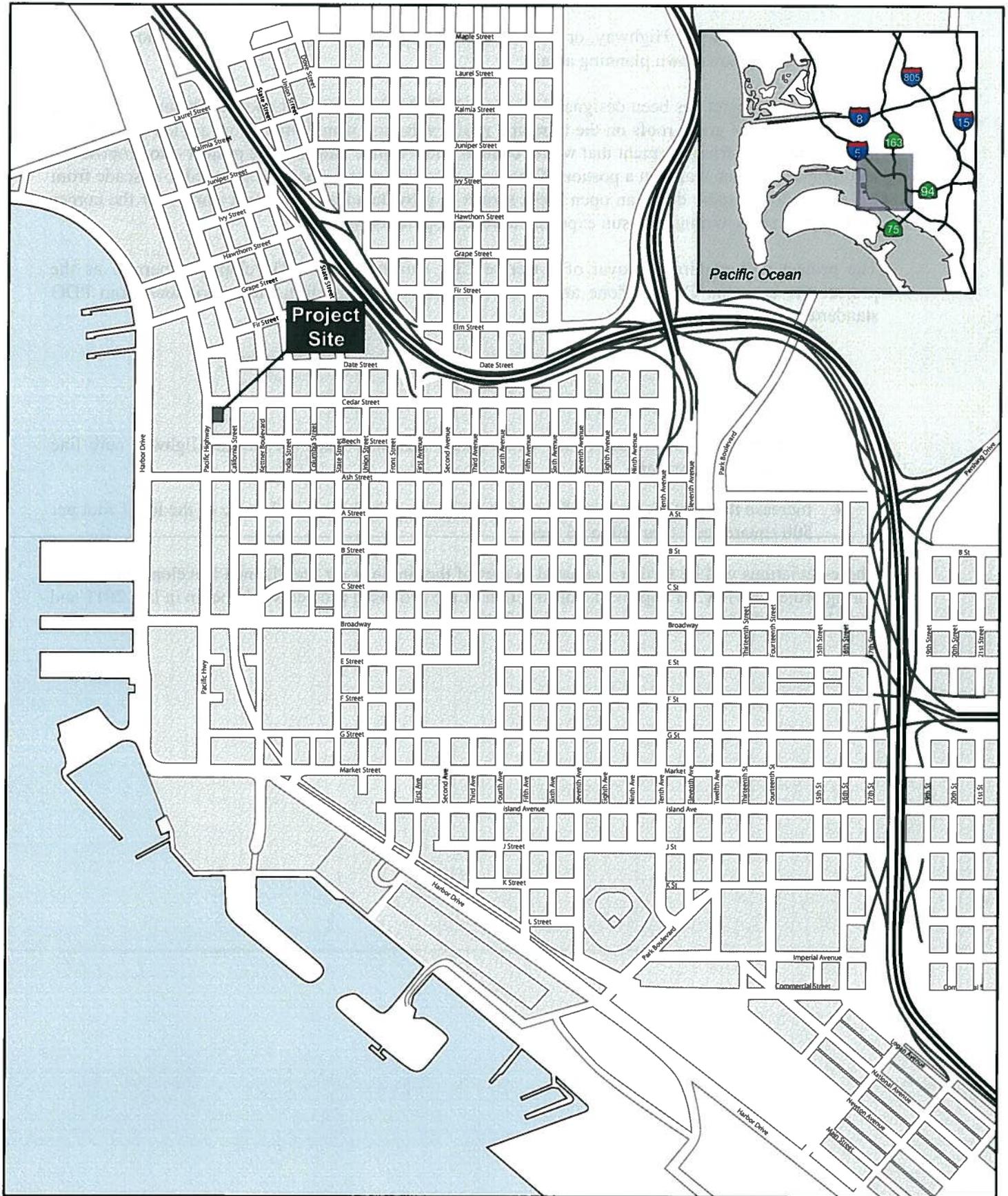
north or south on Pacific Highway, or east on Cedar Street into the Little Italy neighborhood and the remainder of the downtown planning area.

The proposed project has been designed to achieve LEED Silver rating or above. The building would contain a series of green roofs on the third and roof levels, and would provide an angled roof canopy over an elevated atrium element that would contain photovoltaic panels. The project also proposes to incorporate a “green wall” on a portion of the west elevation where a vine is intended to cascade from the third floor planters down an open mesh screen to provide additional landscaping near the corner of the project and to minimize sun exposure into the apparatus bay.

The project will 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. Allowance of one driveway on Pacific Highway (prohibited under PDO);
2. Increase width of driveway on Cedar Street from 30 to 42 feet;
3. Reduction in the distance of the Cedar Street driveway from the Pacific Highway curb line from 65 to 32 feet; and
4. Increase the total linear feet of the driveway on the site based on the size of the lot (1 foot per 500 square feet) from 20 to 66 feet.

These deviations will be further evaluated as part of the findings for the Planned Development Permit during project review. If approved, construction of the proposed project would begin in late 2011 and would be anticipated to be complete in early 2013.

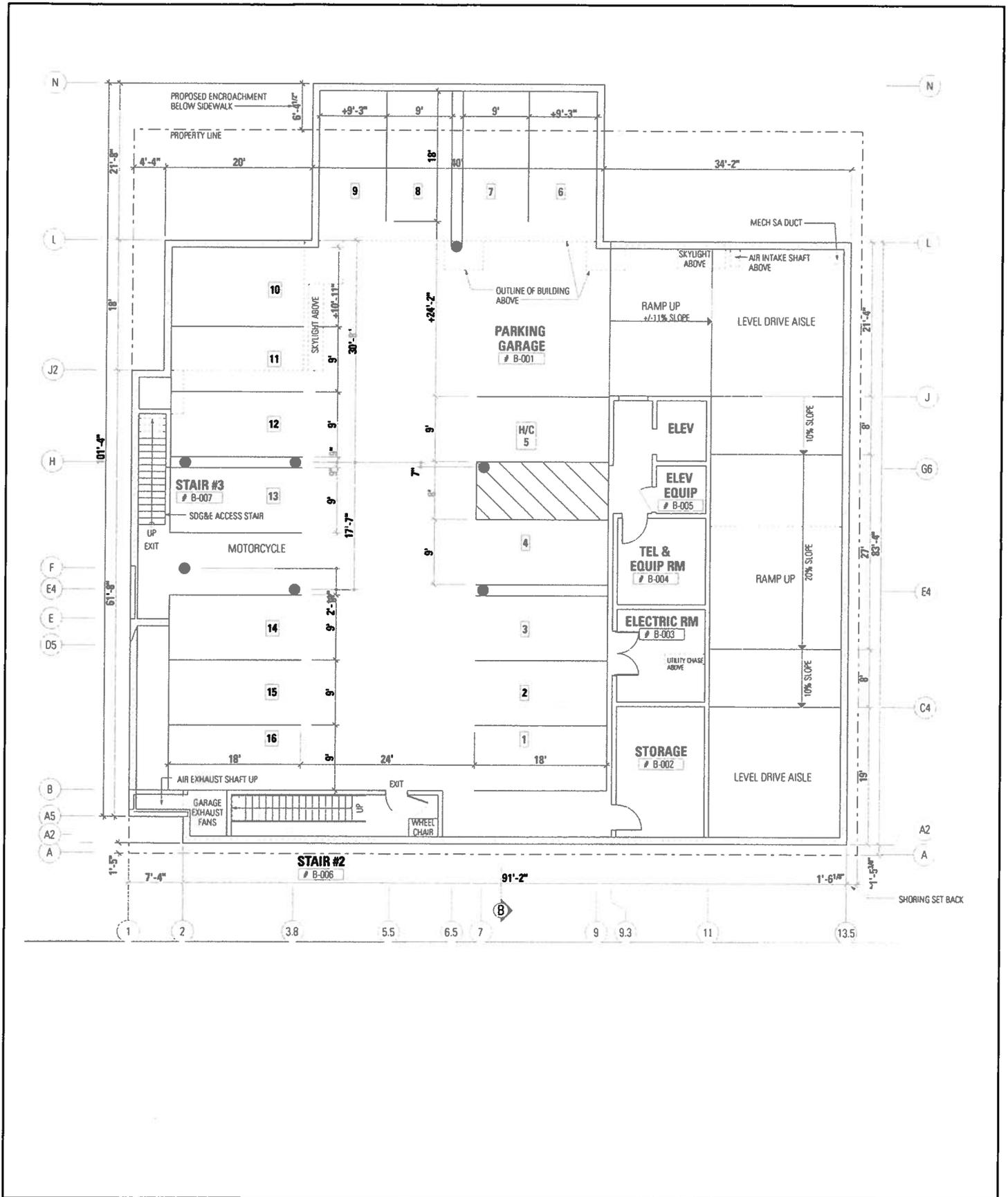


No Scale

**Figure 1**  
**Regional Location and Vicinity**



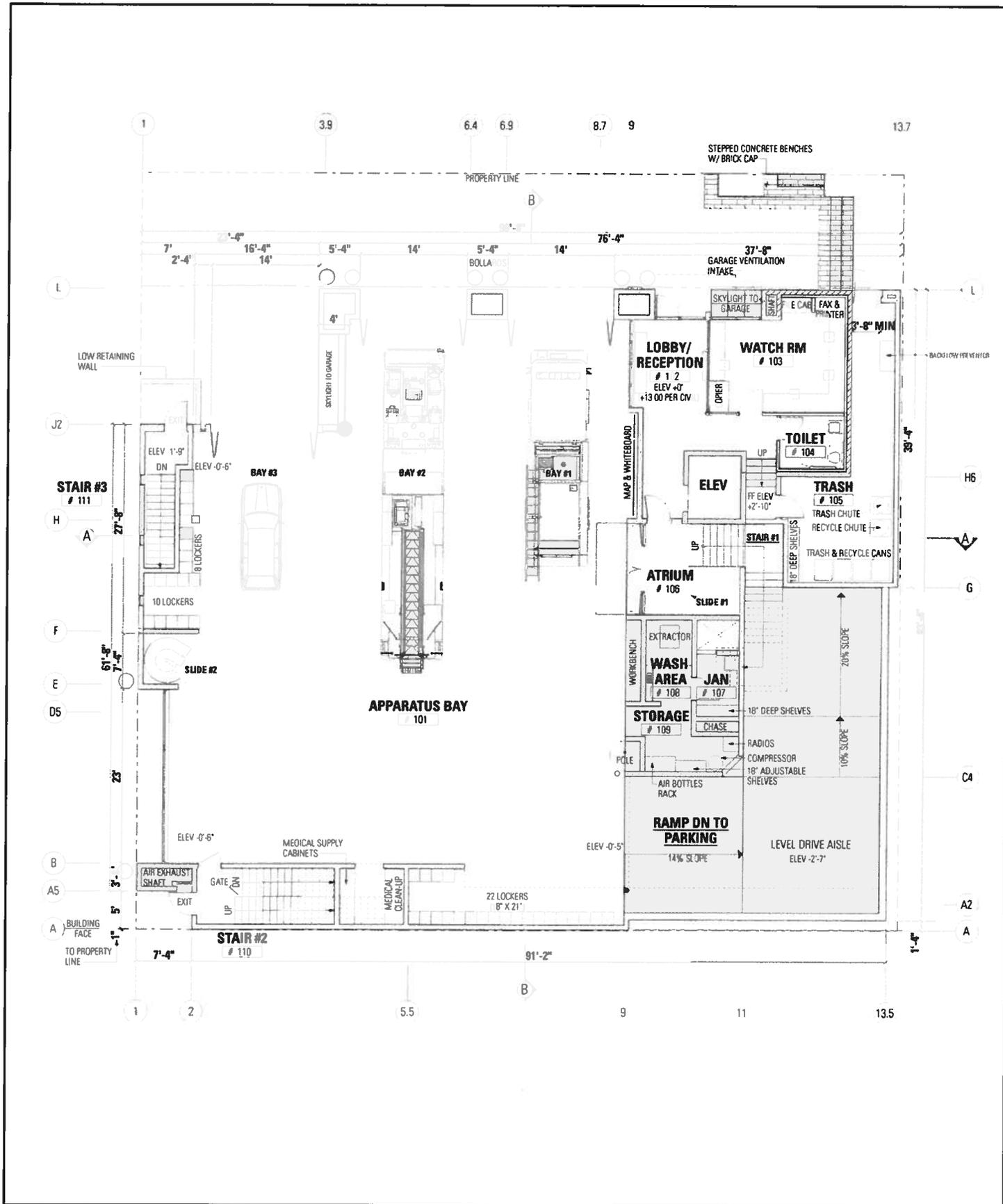




SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010



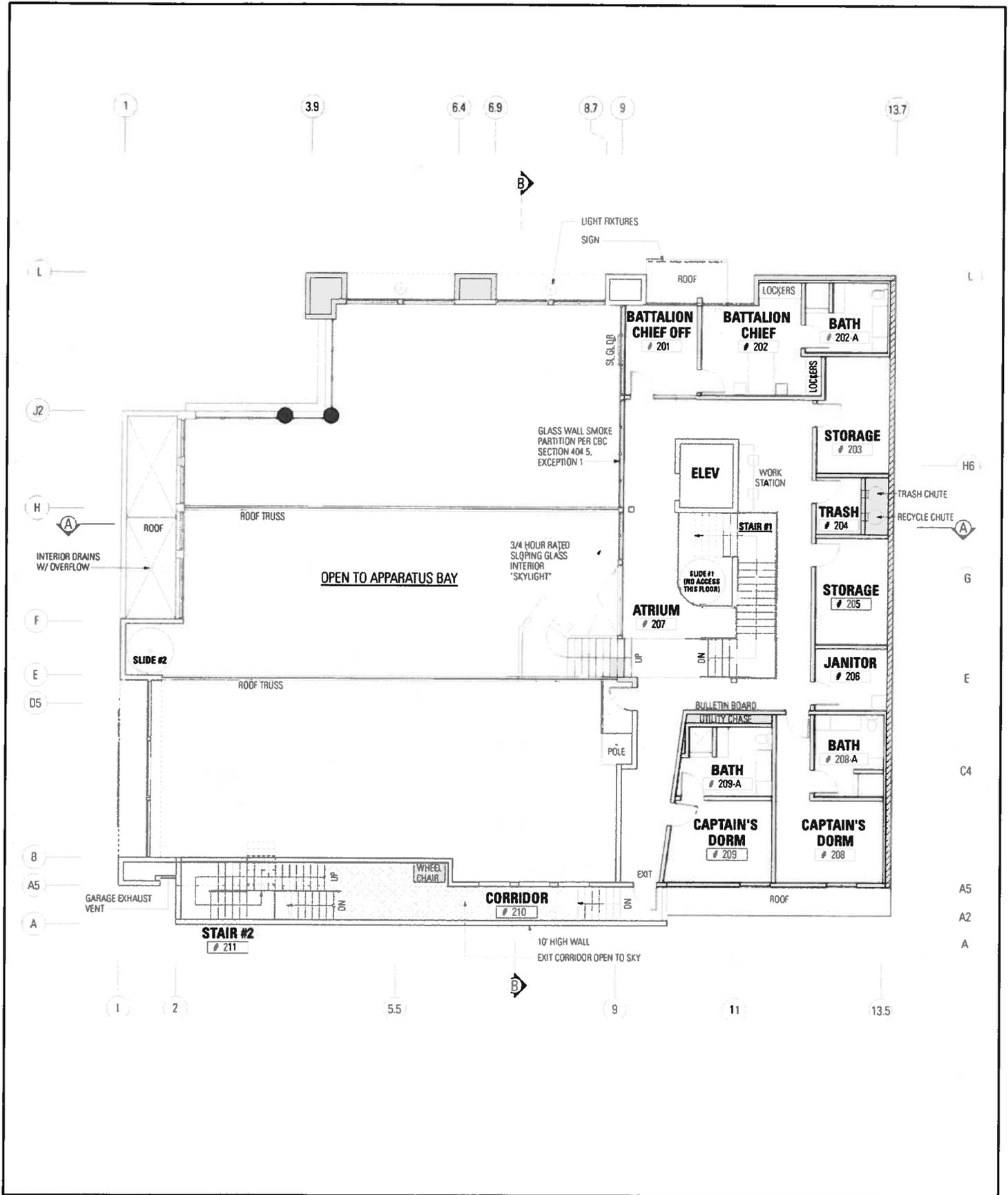
**Figure 4**  
**Parking Garage Floor Plan**



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010



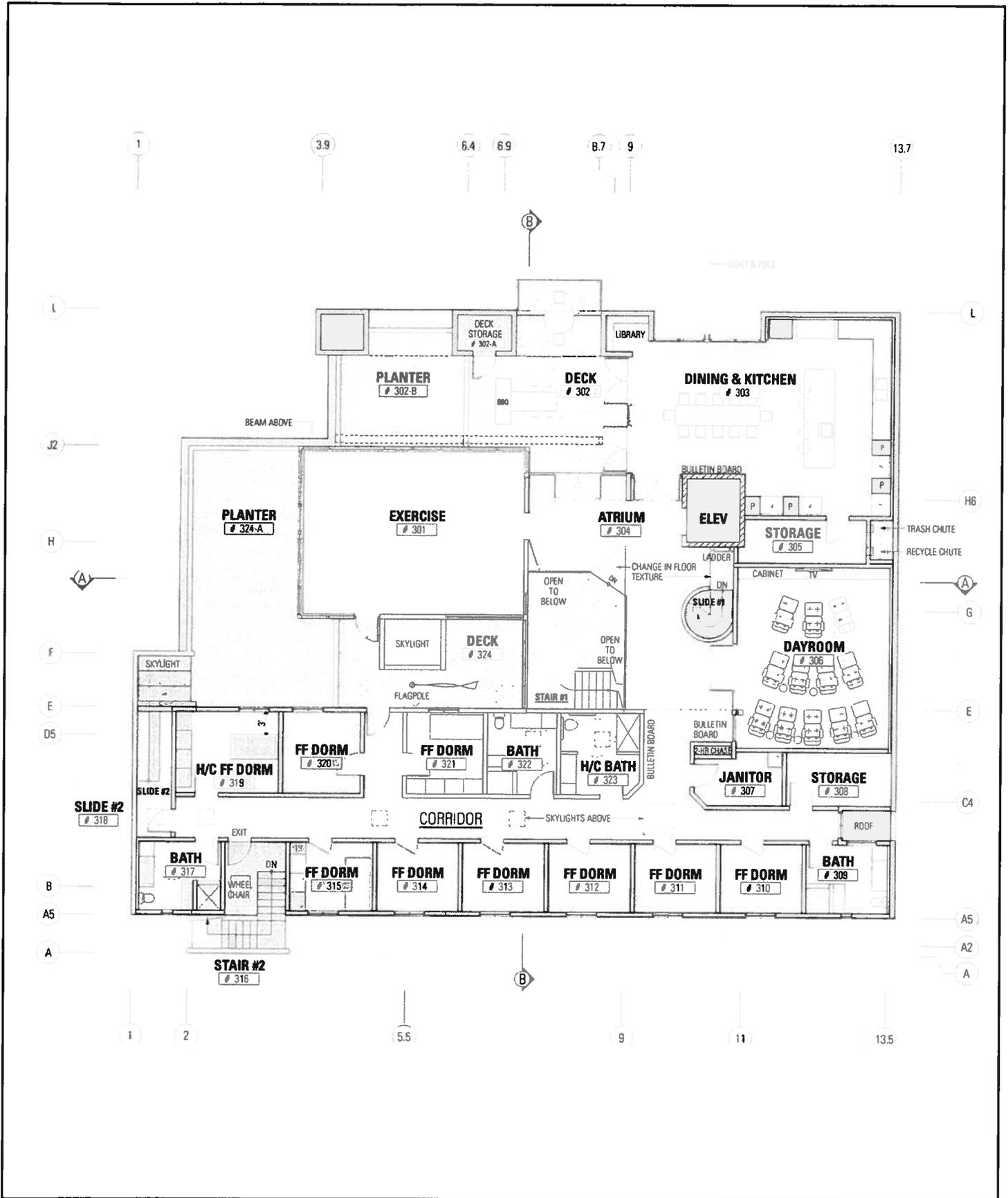
**Figure 5**  
**Ground Floor Plan**



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010



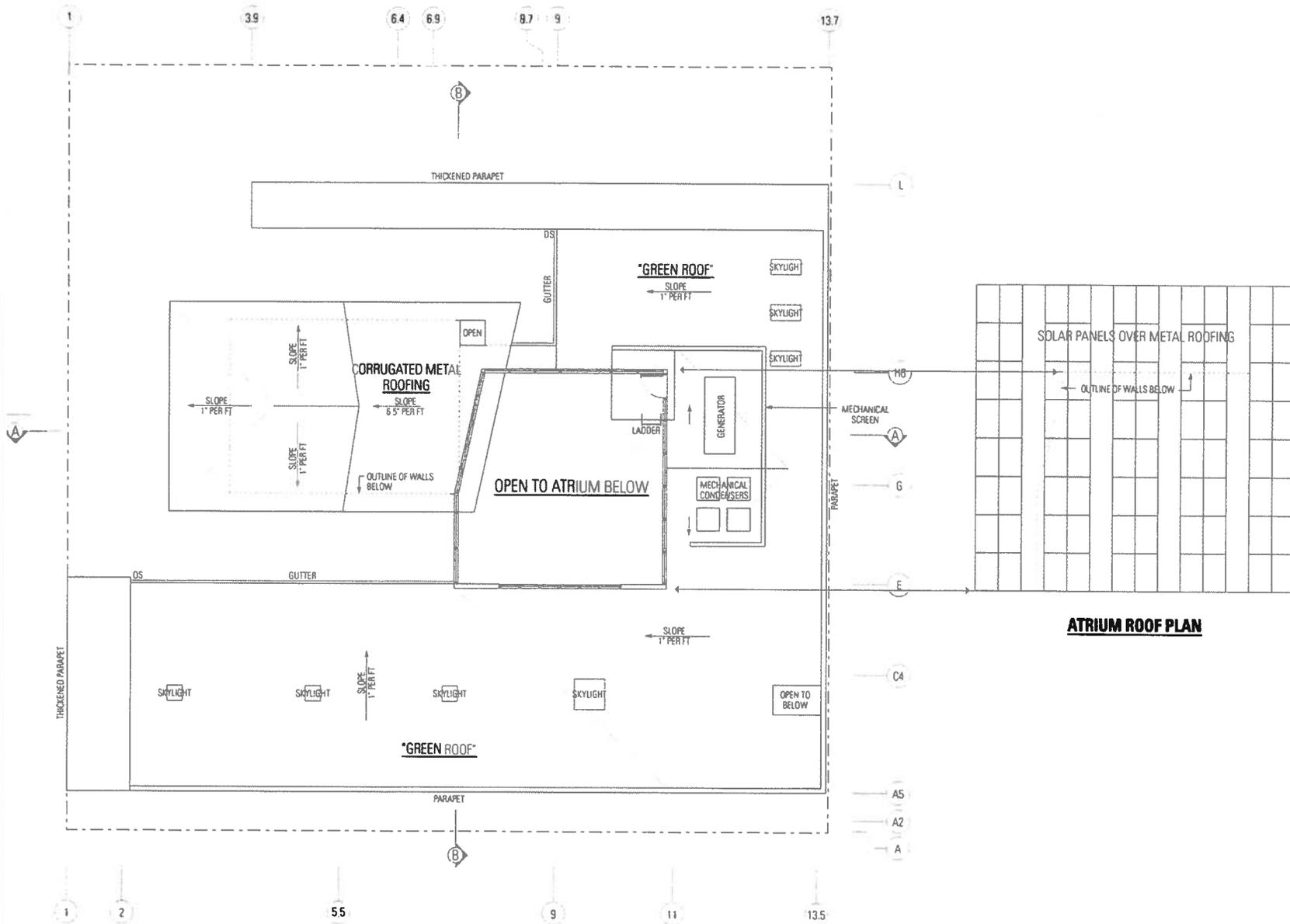
Figure 6  
Second Level Floor Plan



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

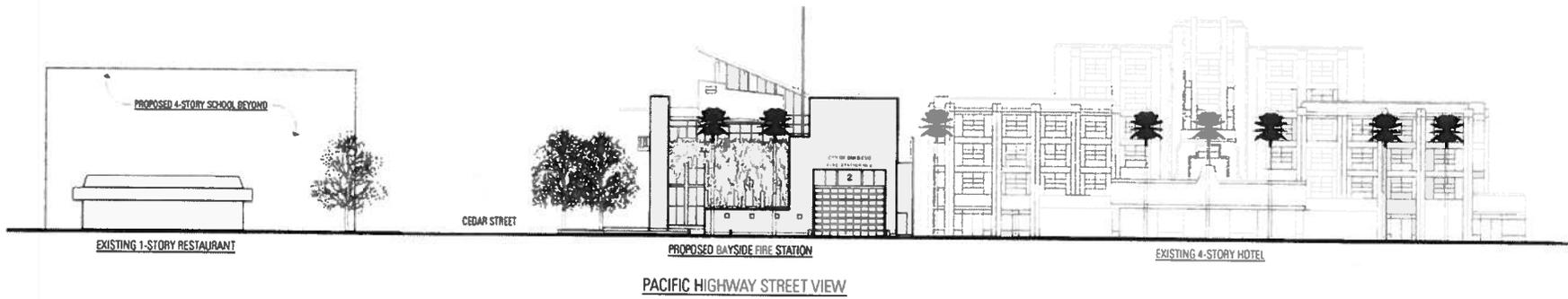


**Figure 7**  
**Third Level Floor Plan**



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010





SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

⊕ Not to Scale

Fire Station No. 2 (Bayside)  
CCDC Secondary Study

Figure 9  
Vicinity Elevations

June 2010

**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.

Second Addendum to the FEIR for the proposed amendments to the San Diego Downtown Community Plan, Centre City Planned District Ordinance, Marina Planned District Ordinance, and Mitigation Monitoring and Reporting Program certified by the Redevelopment Agency by Resolution R-04508 on April 21, 2010.

Third Addendum to the FEIR for the Residential Emphasis District Amendments to the Centre City Planned District Ordinance certified by the Redevelopment Agency by Resolution R-04510 on April 21, 2010.

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)

**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 Addenda certified thereafter in 2007 and 2010.

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 Addenda 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 10<sup>th</sup> 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 10<sup>th</sup> 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 Addenda certified thereafter in 2007 and 2010.

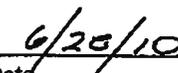
This activity is adequately addressed in the environmental documents noted above and the Secondary Study prepared for this project reveals there is no change in circumstance, additional information, or project changes to warrant additional environmental review. Because the prior environmental documents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

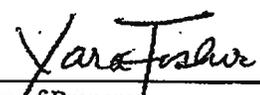
**SUMMARY OF FINDINGS:** In accordance with Public Resources Code sections 21166, 21083.3, and CEQA Guidelines sections 15162(a), 15168 and 15183, the following findings are derived from the environmental review documented by this Secondary Study and the 2006 FEIR.

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 Addenda certified thereafter in 2007 and 2010 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 Addenda certified thereafter in 2007 and 2010, or that any significant effects previously examined will be substantially more severe than shown in the 2006 FEIR or Addenda certified thereafter in 2007 and 2010, 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 Addenda certified thereafter in 2007 and 2010 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 Addenda certified thereafter in 2007 and 2010, and therefore, the proposed project is within the scope of the program approved under 2006 FEIR and Addenda certified thereafter in 2007 and 2010.

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

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Signature of Preparer

6/28/2010  
\_\_\_\_\_  
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.

In addition, this environmental checklist also recognizes the requirements of Assembly Bill 32 and Senate Bill (SB) 97. Assembly Bill 32, the California Global Warming Solutions Act, established a state goal of reducing Greenhouse Gas Emissions (GHG) emissions to 1990 levels by the year 2020 (a reduction of approximately 30 percent from forecast emission levels). Senate Bill (SB) 97, a companion bill directed the California Natural Resources Agency (Resource Agency) to certify and adopt guidelines for the mitigation of GHG or the effects of greenhouse gas emissions. SB 97 was the State Legislature's directive to the Resources Agency to specifically establish that GHG emissions and their impacts are appropriate subjects for CEQA analysis.

On December 30, 2009, the Resources Agency adopted revisions to the State CEQA Guidelines (Title 14, California Administrative Code Section 15000 et.seq.) to address analysis and mitigation of pursuant to SB 97. These amendments became effective March 18, 2010. CEQA now requires that public agencies review the environmental impacts of proposed projects. As such, this review includes an analysis of GHG emissions for the proposed project.

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: Mobile-source Emissions (C)
- Historical Resources: Archaeological (Direct (D)/C)
- Noise: Traffic Noise Level Increase on Grid Streets (NOI-A.1) (C)
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2.1) (C)
- Water Quality: Urban Runoff (WQ-A.1) (C)

The following Overriding Considerations apply to the proposed project:

- Develop downtown as the primary urban center for the region.
- Develop full-service, walkable neighborhoods linked to the assets downtown offers.
- Facilitate and improve the development of business and economic opportunities located in the downtown area.

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)
<b>1. AESTHETICS/VISUAL QUALITY:</b>						
<p>(a) <b>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?</b> 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 designated 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.</p> <p>The proposed project would include the construction of a three-story building located on a parcel at the southeast corner of 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 India Street with its retail shops, restaurants, and galleries.</p> <p>The proposed project site is located on streets (Pacific Highway and Cedar Street) that have been identified as designated view corridors by the FEIR, Downtown Community Plan, and the 1992 PDO. 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</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)
Plan. Setbacks would not be required along Pacific Highway. In addition, views of the San Diego Bay from Cedar Street are already interrupted by the County Administration Building. The proposed fire station would 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, no significant direct or cumulative impacts associated with this issue area have been identified.						
(b) <b>Substantially incompatible with the bulk, scale, color and/or design of surrounding development?</b> The bulk, scale, and design of the proposed fire station would 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 newly designed and constructed building on a currently underutilized site. The proposed 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 the nearby fast food restaurant and in line with hotel uses nearby. 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 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					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)
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.						
(c) <b>Substantially affect daytime or nighttime views in the area due to lighting?</b> 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.					X	X
<b>2. AGRICULTURAL RESOURCES</b>						
(a) <b>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?</b> 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 direct or cumulative impacts to agricultural resources would occur.					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)
(b) <b>Conflict with existing zoning for agricultural use, or a Williamson Act contract?</b> The proposed project site 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, no direct or cumulative impacts resulting from conflicts with existing zoning for agricultural use or a Williamson Act contract would occur.					X	X
<b>3. AIR QUALITY</b>						
(a) <b>Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies or the State Implementation Plan?</b> 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 (PM <sub>10</sub> ) and less than 2.5 microns (PM <sub>2.5</sub> ) 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, development consistent with the Community Plan 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 direct or cumulative impacts relative to the obstruction of air quality attainment plans would occur with implementation of the proposed project.					X	X
(b) <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</b>			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><b>human health?</b> 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 direct 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).</p> <p>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"). However, the FEIR concludes that development within downtown would not expose sensitive receptors to significant levels of any of the air contaminants discussed above. It is also important to note that operation of the proposed project would not necessarily create "new" exposure of sensitive receptors to air contaminants as the project site is currently occupied by a drive-through fast food restaurant and the land use designation of the proposed development is consistent with the Downtown Community Plan land use designation for the site. Therefore, the project would not expose sensitive receptors to substantial air contaminants beyond the level assumed by the FEIR. Therefore, cumulative 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.</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)
<p>(c) <b>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 impacts related to the following air emission generators: construction activities, mobile- and stationary-sources.</b> 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. Additionally, construction of the proposed fire station would result in a redistribution of existing emergency calls from other stations in the area and the fire station would likely not be creating new calls for service. However, consistent with the analysis in the FEIR, the project's mobile source emissions, in combination with dust generated during construction of the project, would contribute to the</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)
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.						
<b>4. BIOLOGICAL RESOURCES</b>						
(a) <b>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?</b> Due to the highly urbanized nature of the downtown planning 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 direct or cumulative impacts associated with this issue would occur.					X	X
(b) <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?</b> As identified in the FEIR, the proposed project site, as well as the entire downtown planning area, is not within a subregion of the San Diego County Multiple Species Conservation Program However, 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, no direct or cumulative 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,					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)
state, or federal agencies would not occur.						
<b>5. HISTORICAL RESOURCES</b>						
(a) <b>Substantially impact a significant historical resource, as defined in § 15064.5?</b> 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 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 or cumulative impacts associated with this issue would occur.					X	X
(b) <b>Substantially impact a significant archaeological resource pursuant to § 15064.5, including the disturbance of human remains interred outside of formal cemeteries?</b> 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	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)
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 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.						
(c) <b>Substantially impact a unique paleontological resource or site or unique geologic feature?</b> 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. The proposed project includes one level of subterranean parking would involve excavation approximately 12 feet below grade and therefore would be beyond the FEIR			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)
standard, resulting in potentially significant impacts to paleontological resources. However, implementation of FEIR Mitigation Measure PALA. 1-1 (see Attachment A) would ensure that the proposed project's potentially direct and cumulative impacts to paleontological resources are less than significant.						
<b>6. GEOLOGY AND SOILS</b>						
<p>(a) <b>Substantial health and safety risk associated with seismic or geologic hazards?</b> 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. As such, a Geotechnical and Fault Investigation Study was prepared by Leighton and Associates, Inc. to address potential seismic and geologic hazards at the project site.</p> <p>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 and Fault 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 (Leighton and Associates, Inc. 2009). 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.</p>					X	X

<b>Issues and Supporting Information</b>	<b>Significant And Not Mitigated (SNM)</b>		<b>Significant But Mitigated (SM)</b>		<b>Not Significant (NS)</b>	
	<b>Direct (D)</b>	<b>Cumulative (C)</b>	<b>Direct (D)</b>	<b>Cumulative (C)</b>	<b>Direct (D)</b>	<b>Cumulative (C)</b>
<p>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 and Fault Investigation would ensure that the potential impacts associated with seismic and geologic hazards are not significant.</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)
<b>7. GREENHOUSE GAS EMISSIONS</b>						
<p>(a) <b>Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</b> CCDC has not adopted a recommended methodology for evaluating GHG emissions associated with new development. CCDC recommends that the City of San Diego's guidance titled <i>Addressing Greenhouse Gas Emissions from Projects subject to CEQA</i> (Guidance) be used for analyzing the proposed project's impacts from greenhouse gas (GHG) emissions (City 2010).</p> <p>The City of San Diego (City) does not currently have adopted thresholds of significance for GHG emissions. The City is utilizing the California Air Pollution Control Officers Association (CAPCOA) report "CEQA &amp; Climate Change" dated January 2008 as an interim threshold to determine whether a GHG analysis will be required. A 900 metric ton screening threshold for determining when a GHG analysis is required was chosen based on available guidance from the CAPCOA white paper. The CAPCOA report references the 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. This emission level is based on the amount of vehicle trips, the typical energy and water use, and other factors associated with projects. CAPCOA identifies project types that are estimated to emit approximately 900 metric tons of GHG's annually.</p> <p>The proposed project does not fall into an identified category in the Guidance. The Guidance recommends that for project types not listed, an analysis must be performed to show that the project is below the 900 metric ton screening criteria. The analysis should include, at a minimum, the five primary sources of GHG emissions: vehicular traffic, generation of</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>electricity, natural gas consumption/combustion, solid waste generation, and water usage.</p> <p>The proposed project's direct and indirect GHG emissions from the above-mentioned sectors were estimated according to the recommended methodologies from the California Air Resources Board (ARB) and the California Climate Action Registry (CCAR). Direct sources include emissions such as vehicle trips and natural gas consumption. Indirect sources include off-site emissions occurring as a result of the project's operations such as electricity and water consumption. Direct emissions associated with mobile sources were estimated using URBEMIS (Rimpo and Associates 2008). Modeling was based on project-specific data (e.g., size and type of proposed uses) and vehicle trip information from the traffic analysis prepared for this project (LLG 2010). Consumption and generation data for electricity, natural gas, water, and solid waste were estimated using rates from a comparable existing fire station provided by CCDC. GHG emission factors associated with energy consumption were obtained from SDG&amp;E's "2008 Annual Entity Emissions" report to CCAR and the CCAR General Reporting Protocol Version 3.1 (CCAR 2009). Indirect GHG emissions associated with the consumption of water were calculated based on the estimated level of electricity required to convey, treat, and distribute the project's estimated water usage and the aforementioned emission factors for electricity production. Electricity consumption associated with water consumption was estimated using an electricity consumption rate from the CEC's Refining Estimates of Water-Related Energy Use in California report (CEC 2007). GHG emissions from solid waste disposal were calculated using CalRecycle waste characterization data, and emission factors contained in EPA's Waste Reduction Model</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)															
<p>(WARM).</p> <p>A summary of estimated GHG emissions generated during buildout of the proposed project is presented in Table 1. Refer to Attachment B for a detailed summary of the modeling assumptions, inputs, and outputs.</p> <p style="text-align: center;"><b>Table 1.</b> <b>Summary of Modeled Greenhouse Gas Emissions (CO<sub>2</sub>e) from Implementation of the Proposed Project</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Source</th> <th>CO<sub>2</sub>e Emissions<sup>1</sup></th> </tr> </thead> <tbody> <tr> <td colspan="2"><b>Operational Emissions at Full Buildout (Year 2013) (metric tons/year)</b></td> </tr> <tr> <td>Mobile Sources</td> <td>218.3</td> </tr> <tr> <td>Electricity Consumption</td> <td>43.8</td> </tr> <tr> <td>Natural Gas Consumption</td> <td>9.1</td> </tr> <tr> <td>Water Consumption</td> <td>1.8</td> </tr> <tr> <td>Solid Waste Generation</td> <td>1.1</td> </tr> <tr> <td><b>Total GHG Emissions</b></td> <td><b>274.1</b></td> </tr> </tbody> </table> <p>Notes: CO<sub>2</sub>e = carbon dioxide equivalent</p> <p><sup>1</sup> The values presented do not include the full life cycle of GHG emissions that would occur over the production/transport of materials used during the construction of development envisioned under the Plan or used during the operational life of the project and the end of life for the materials and processes that would occur as an indirect result of the project. Estimating the GHG emissions associated with these processes would be too speculative for meaningful consideration and would require analysis beyond the current state of the art in impact assessment, and may lead to a false or misleading level of precision in reporting operational GHG emissions. Furthermore, indirect emissions associated with in-state energy production and generation of solid waste would be regulated under AB 32 directly at the source or facility that would handle these processes. The emissions associated with off-site facilities in California would be closely controlled, reported, capped, and traded under AB 32 and California ARB programs, as recommended by ARB's Scoping Plan (ARB 2008b). Therefore, it is assumed that GHG emissions associated with these life-cycle stages would be consistent with AB 32 requirements. It should be noted that EPA's WARM model is based on a life-cycle approach, which reflects emissions and avoided emissions upstream and downstream from the point of use. As such, the emission factors provided in the model provide an account of the net benefit of these actions to the environment. However, the WARM model is the most applicable tool to estimate GHG emissions from solid waste disposal at the time of this writing and the emissions are included here for completeness.</p> <p>Source: Modeling performed by AECOM in 2010</p>	Source	CO <sub>2</sub> e Emissions <sup>1</sup>	<b>Operational Emissions at Full Buildout (Year 2013) (metric tons/year)</b>		Mobile Sources	218.3	Electricity Consumption	43.8	Natural Gas Consumption	9.1	Water Consumption	1.8	Solid Waste Generation	1.1	<b>Total GHG Emissions</b>	<b>274.1</b>					
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	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
<p>As shown in Table 1, the proposed project's GHG emissions would be below the recommended screening threshold of 900 metric tons per year. Thus, the proposed project would not result in significant direct or indirect impacts with respect to GHG emissions and climate change.</p> <p>It is important to note that all CO<sub>2</sub> emissions from project operation may not necessarily be considered "new" emissions. The project site is currently occupied by a drive-through fast food restaurant that generates GHG emissions from the same sources as identified above. Therefore, the net increase in emissions from implementation of the proposed project (Proposed Project Emissions – Existing Emissions) would be less than those reported in Table 1. No reductions in emissions were included to account for the existing use to provide for a conservative analysis. Additionally, construction of the fire station would result in a redistribution of existing emergency calls from other stations in the area and the fire station would likely not be creating new calls for service.</p> <p>The proposed project has also been designed to achieve LEED Silver rating or above. The building would contain a series of green roofs on the third and roof levels, and would provide an angled roof canopy over an elevated atrium element that would contain photovoltaic panels. The project also proposes to incorporate a "green wall" on a portion of the west elevation where a vine is intended to cascade from the third floor planters down an open mesh screen to provide additional landscaping near the corner of the project and to minimize sun exposure into the apparatus bay. This would result in lower emissions from building energy consumption than those reported in Table 1. Therefore, the proposed project would not result in significant</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)
direct, indirect, or cumulative impacts with respect to this issue.						
(b) <b>Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?</b> Since the project's GHG emissions would fall below the level deemed by CAPCOA and the City of San Diego to be less than significant, implementation of the proposed project would not hinder the State's ability to attain the GHG reduction goals identified in Assembly Bill 32 (the Global Warming Solutions Act). Thus, the proposed project would not result in significant direct, indirect, or cumulative impacts with respect to this issue.					X	X
<b>8. HAZARDS AND HAZARDOUS MATERIALS</b>						
(a) <b>Substantial health and safety risk related to on-site hazardous materials?</b> The proposed project would be located on a site that 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 its current use 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					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>encountered during grading activities, they must be closed in accordance with the Department of Environmental Health guidelines.</p> <p>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 development policies and standards will ensure that the impacts associated with this issue are not significant.</p> <p>While 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, 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, no significant direct or cumulative impacts associated with this issue would occur.</p>						
<p>(b) <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</b></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><b>environment?</b> 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. 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 as well as uniformly applied development policies and standards would avoid significant impacts to human health and the environment.</p>						
<p>(c) <b>Substantial safety risk to operations at San Diego International Airport?</b> 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. The proposed project would consist of a three-story building with a maximum building height of 85 feet (60-foot maximum height from above grade to the roof and 85-foot maximum height from above grade to the top of the flagpole). As such, the proposed project 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, no direct or cumulative impacts associated with this issue are</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)
anticipated to occur.						
(d) <b>Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan?</b> 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. 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 Drive. 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. Therefore, no direct or cumulatively significant impacts associated with this issue are anticipated.					X	X
<b>8. HYDROLOGY AND WATER QUALITY</b>						
(a) <b>Substantially degrade groundwater or surface water quality?</b> 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.		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>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.</p> <p>Further, 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. Direct impacts associated with groundwater and surface water quality would not be significant.</p> <p>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</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)
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.						
(b) <b>Substantially increase impervious surfaces and associated runoff flow rates or volumes?</b> The proposed project is located on a site that is currently developed and covered with impervious surfaces. Implementation of the proposed project would result in impervious surfaces similar to those that exist onsite. In addition, the proposed project has also been designed to achieve LEED Silver rating or above. The building would contain a series of green roofs on the third and roof levels, and would provide an angled roof canopy over an elevated atrium element that would contain photovoltaic panels. The project also proposes to incorporate a “green wall” on a portion of the west elevation where a vine is intended to cascade from the third floor planters down an open mesh screen to provide additional landscaping near the corner of the project and to minimize sun exposure into the apparatus bay. Incorporation of these features would reduce the amount of runoff from the proposed project. 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.					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) <b>Substantially impede or redirect flows within a 100-year flood hazard area?</b> The proposed project is located on a site is not 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, direct and cumulative impacts associated with this issue are not significant.					X	X
(d) <b>Substantially increase erosion and sedimentation?</b> The proposed project is located on a site that 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. Therefore, no direct or cumulative impacts associated with this issue are anticipated.					X	X
<b>9. LAND USE AND PLANNING</b>						
(a) <b>Physically divide an established community?</b> 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. Therefore, no direct or cumulative impacts associated with this issue are					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)
anticipated.						
<p>(b) <b>Substantially conflict with the City's General Plan and Progress Guide, Downtown Community Plan, Centre City PDO or other applicable land use plan, policy, or regulation?</b> The proposed project is located on a site 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. The proposed project would result in the development of a three-story fire station totaling approximately 16,000 square feet on a 10, 000- square foot site. This would result in a total building FAR of 1.6, 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, the proposed project would provide 16 parking stalls (15 standard and 1 van-accessible) in one underground parking level.</p> <p>As discussed in 7.c, the proposed project is within the jurisdiction of the ALUCP for SDIA; however, 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 proposed project 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.</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>(c) <b>Substantial incompatibility with surrounding land uses?</b> Sources of land use incompatibility include noise, lighting, shading, and industrial activities. It is not anticipated that construction of the proposed project 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.</p> <p>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</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>CNEL standard at the proposed project site on a consistent basis. In addition, the proposed fire station is located in a downtown, urban environment adjacent it the trolley and train, which contribute short-term intermittent noise events to the area. Although the proposed fire station would add an additional noise element to the environment (i.e., sirens), it would be providing an essential public service. In addition, these are required emergency signaling devices which are exempt under the City's Noise Ordinance which states the following:</p> <ul style="list-style-type: none"> <li>• Nothing in this section shall apply to authorized emergency vehicles when being used in emergency situations, including the blowing of sirens and/or horns. (New Sec. 59.5.0402 Motor Vehicles - Added 9-22-76 by O-11916 N.S. - formerly Sec. 59.5.0403.)</li> </ul> <p>The operational activities of the proposed project 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 direct or cumulative impacts associated with this issue are anticipated.</p>						
<p>(d) <b>Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by downtown development?</b> 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 displaced transients.</p>					X	X
<b>10. MINERAL RESOURCES</b>						

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) <b>Substantially reduce the availability of important mineral resources?</b> 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 direct or cumulative impacts associated with this issue would occur.					X	X
<b>11. NOISE</b>						
(a) <b>Substantial noise generation?</b> 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 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.	X	X				
(b) <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)?</b> 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. The proposed project would accommodate					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>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 proposed project site. In addition, the proposed fire station is located in a downtown, urban environment adjacent it the trolley and train, which contribute short-term intermittent noise events to the area. Although the proposed fire station would add an additional noise element to the environment (i.e., sirens), it would be providing an essential public service. In addition, these are required emergency signaling devices which are exempt under the City’s Noise Ordinance which states the following:</p> <ul style="list-style-type: none"> <li>• Nothing in this section shall apply to authorized emergency vehicles when being used in emergency situations, including the blowing of sirens and/or horns. (New Sec. 59.5.0402 Motor Vehicles - Added 9-22-76 by O-11916 N.S. - formerly Sec.</li> </ul>						

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)
59.5.0403.)  Therefore, since the project does not contain required residential open spaces, or public parks or plazas, and because noise from emergency vehicles are exempt under the City's Noise Ordinance, direct and cumulative impacts associated with this issue are not significant.						
(c) <b>Substantial interior noise within habitable rooms (e.g., levels in excess of 45 dBA CNEL)?</b> , The proposed project 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.			X			X
<b>12. POPULATION AND HOUSING</b>						
(a) <b>Substantially induce population growth in an area?</b> 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					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)
throughout the FEIR and this Secondary Study. Therefore, additional impacts associated with this issue would not occur.						
(b) <b>Substantial displacement of existing housing units or people?</b> 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.					X	X
<b>13. PUBLIC SERVICES AND UTILITIES:</b>						
(a) <b>Substantial adverse physical impacts associated with the provision of new schools?</b> 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. The proposed project 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. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.					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>(b) <b>Substantial adverse physical impacts associated with the provision of new libraries?</b> The FEIR concludes that, cumulatively, development in the 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. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.</p>					X	X
<p>(c) <b>Substantial adverse physical impacts associated with the provision of new fire protection/emergency facilities?</b> 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 Fire Station No. 2 (Bayside). 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)
project would serve to further improve and enhance the current fire protection services in the downtown area. Potential impacts associated with the proposed project are discussed throughout this Secondary Study. The proposed project would not result in direct or cumulative impacts associated with the provision of new fire protection/emergency services beyond those analyzed within this Secondary Study.						
(d) <b>Substantial adverse physical impacts associated with the provision of new law enforcement facilities?</b> 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. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.					X	X
(e) <b>Substantial adverse physical impacts associated with the provision of new water transmission or treatment facilities?</b> The FEIR concludes that new water treatment facilities would not be required to address the cumulative development of the downtown. In addition, water					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)
pipe improvements that may be needed to serve the proposed project are categorically exempt from environmental review under CEQA as stated in the FEIR. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.						
(f) <b>Substantial adverse physical impacts associated with the provision of new storm water facilities?</b> 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 is 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. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.					X	X
(g) <b>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</b> 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. The proposed project does not require the preparation of a Water Supply Assessment (WSA) as it does not meet any of the thresholds established by SB 610 or SB 221. According to the FEIR, in the short term, planned water supplies and transmission or treatment facilities are adequate. Expansion of the Alvarado Water Treatment Plant (construction scheduled to be					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>complete in Winter 2010) 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 1.4% more water demand than planned for in the adopted 2005 UWMP. This additional demand was not considered in SDCWA's Urban Water Management Plan (UWMP). To supplement this and meet the additional need, SDCWA indicates that it will have a local water supply (from surface water, water recycling, groundwater, and seawater desalination) to meet the additional demand resulting from buildout of the Downtown Community Plan. In accordance with the conclusion in the FEIR, this additional demand would not represent a substantial increase in the challenge of meeting the otherwise anticipated demand for water within the SDCWA service area. Since the proposed project does not meet the requirements of SB 610 and is consistent with the Downtown Community Plan, direct and cumulative impacts related to water supply would be considered not significant.</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)
<p>(h) <b>Substantial adverse physical impacts associated with the provision of new wastewater transmission or treatment facilities?</b> 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, the proposed project would not result in direct or cumulative impacts associated with this issue.</p>					X	X
<p>(i) <b>Substantial adverse physical impacts associated with the provision of new landfill facilities?</b> The FEIR concludes that cumulative development within the downtown planning area would increase the amount of solid waste sent to the Miramar Landfill and contribute to the eventual need for an alternative landfill. The proposed project is not likely to generate a higher level of solid waste than the existing use of the site; however, 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.</p> <p>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</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)
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, the proposed project would not result in direct or cumulative impacts associated with this issue.						
<b>14. PARKS AND RECREATIONAL FACILITIES:</b>						
(a) <b>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?</b> The FEIR discusses impacts to park and recreational facilities and the maintenance thereof and concludes that buildout pursuant to the Downtown Community Plan would not result in significant impacts associated with this issue. The proposed project would not likely 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 direct or cumulative significant impacts associated with this issue would occur.					X	X
<b>15. TRANSPORTATION/TRAFFIC</b>						
(a) <b>Cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E?</b> 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 proposed project (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 maximum of 138 average daily trips (LLG 2010). The study					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>confirmed that the proposed project would not cause the LOS on any of the study intersections or road segments to drop below the LOS E threshold.</p> <p>While no study intersections would drop below the LOS E threshold, the traffic generated by the proposed fire station could, in combination with the traffic generated by other downtown development and within the project area (i.e., the Monarch School, Tramonto), contribute to the cumulative traffic impacts projected in the FEIR. However, according to the analysis in the project-specific traffic analysis, intersection and road segments operations would still continue to operate at an acceptable LOS in the long term (2030) with implementation of the proposed project. Additionally, it is important to note that all trips from project operation may not necessarily be considered “new” trips. The project site is currently occupied by a drive-through fast food restaurant that is currently generating traffic. Additionally, operation of the proposed fire station would result in a redistribution of existing emergency calls from other stations in the area with the intent of more efficient responses.</p> <p>While the traffic analysis prepared for the proposed project did not determine significant direct or cumulative impacts and no mitigation measures were deemed necessary for project implementation, the following design recommendations related to access, incident call operations, and other modifications were included in the traffic analysis to facilitate adequate operations at driveways and overall access to and from the site:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>						

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>section of 106 feet.</p> <ul style="list-style-type: none"> <li>• The project proposes one driveway on Pacific Highway. This driveway is intended to 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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 without a 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</li> </ul>						

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>not a consistent problem. The City should consider a no-right-turn illumination on red and green when gates are down.</p> <ul style="list-style-type: none"> <li>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.</li> <li>A painted red curb for 42 feet along the south side of Cedar Street east of the fire station. 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.</li> <li>A “Keep Clear” sign should be painted on the pavement in front of the fire station driveway.</li> <li>The raised median due to the “Quiet Zone” will need a break beyond the proposed 30 feet. Increase the median break to 42 feet to allow for fire trucks to make left turns out.</li> </ul> <p>As concluded in the traffic analysis prepared for the</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)
proposed project, the proposed project would not result in significant direct or cumulative capacity-related impacts at key intersections or street segments and would not cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E. Therefore, no direct and cumulative impacts are associated with this issue.						
(b) <b>Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes?</b> The FEIR concludes that development pursuant to the Downtown Community Plan would result in significant cumulative impacts to freeway segments and ramps serving the downtown planning area. While the project-specific traffic analysis did not analyze impacts to specific freeway segments, it does conclude that implementation of the proposed project would not significantly increase road segment or intersection operations. Nonetheless, 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 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.		X				X
(c) <b>Create an average demand for parking that would exceed the average available supply?</b> Under the 1992 PDO, there is no minimum parking requirement for fire stations. Currently, parking adjacent to the site is prohibited and					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)
would remain so with implementation of the proposed project. However, it is anticipated that the proposed project would provide 16 parking stalls (15 standard and 1 van-accessible) on-site in one underground parking level. 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. No direct or cumulative significant impacts associated with this issue would occur.						
(d) <b>Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded?</b> The proposed project does not include any features that would discourage the use of alternative modes of transportation. The proposed project does not include any design features that would cause hazards or barriers for pedestrians or bicyclists. In the event of a fire response, sirens would be used to warn pedestrians and bicyclists that vehicles would be exiting the site. 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.					X	X
<b>16. MANDATORY FINDINGS OF SIGNIFICANCE</b>						
(a) <b>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?</b> As indicated in the FEIR, due to the highly urbanized nature of the downtown area, no sensitive plant or animal species, habitats, or	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)
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.						
(b) <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)?</b> 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 would contribute to those impacts, specifically 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		X				
(c) <b>Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</b> 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	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)
identified in the FEIR would mitigate many, but not all, of the significant impacts.						

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**ATTACHMENT A**  
**MITIGATION MEASURES**  
**FOR THE PROPOSED**  
**FIRE STATION NO. 2 (BAYSIDE)**

**JUNE 2010**

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**ATTACHMENT A  
MITIGATION MONITORING AND REPORTING PROGRAM**

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>AIR QUALITY (AQ)</b>				
<p><b>Impact AQ-B.1:</b> Dust and construction equipment engine emissions generated during grading and demolition would impact local and regional air quality. (Direct and Cumulative)</p>	<p><i>Mitigation Measure AQ-B.1-1:</i> Prior to approval of a Grading or Demolition Permit, the City shall confirm that the following conditions have been applied, as appropriate:</p> <ol style="list-style-type: none"> <li>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.</li> <li>2. Dust suppression techniques shall be implemented including, but not limited to, the following:               <ol style="list-style-type: none"> <li>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 CCDC.</li> <li>b. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized.</li> <li>c. Material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</li> <li>d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.</li> </ol> </li> <li>3. Vehicles on the construction site shall travel at speeds less than 15 miles per hour.</li> <li>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.</li> </ol>	<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
	<ol style="list-style-type: none"> <li>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.</li> <li>6. All diesel-powered vehicles and equipment shall be properly operated and maintained.</li> <li>7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes, as required by state law.</li> <li>8. The construction contractor shall utilize electric or natural gas-powered equipment in lieu of gasoline or diesel-powered engines, where feasible.</li> <li>9. As much as possible, the construction contractor shall time the construction activities so as not to interfere with peak hour traffic. In order 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.</li> <li>10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.</li> <li>11. Low VOC coatings shall be used as required by SDAPCD Rule 67. Spray equipment with high transfer efficiency, such as the high volume-low pressure (HPLV) spray method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where feasible.</li> <li>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.</li> <li>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.</li> <li>14. During demolition activities, safety measures as required by</li> </ol>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>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>			
<b>HISTORICAL RESOURCES (HIST)</b>				
<p><b>Impact HIST-B.1:</b> <b>Development in downtown could impact significant buried archaeological resources. (Direct and Cumulative)</b></p>	<p><i>Mitigation Measure HIST-B.1-1:</i> If the potential exists for direct and/or indirect impacts to significant buried archaeological resources, the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the Historic Resources Board (HRB) ("City Staff") in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the Land Development Code. Prior to issuance of any permit that could directly affect an archaeological resource, City Staff shall assure that all elements of the MMRP are performed in accordance with all applicable City regulations and guidelines by an Archaeologist meeting the qualifications specified in Appendix B of the San Diego Land Development Code, Historical Resources Guidelines. City Staff shall also require that the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities. Archeological resources which also meet the definition of historical resources or unique archaeological resources under CEQA or the SDMC shall be treated in accordance with the following evaluation procedures and applicable mitigation program:</p> <p>Step 1-Initial Evaluation</p>	<p>Prior to Demolition or Grading Permit (Design)</p> <p>Prior to Certificate of Occupancy (Implementation)</p>	<p>Developer</p>	<p><u>City Staff</u></p>

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MITIGATION MONITORING AND REPORTING PROGRAM**

<b>SIGNIFICANT IMPACT(S)</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>An initial evaluation for the potential of significant subsurface archaeological resources shall be prepared to the satisfaction of City Staff as part of an Environmental Secondary Study for any activity which involves excavation or building demolition. The initial evaluation shall be guided by an appropriate level research design in accordance with the City's Land Development Code, Historical Resources Guidelines. The person completing the initial review shall meet the qualification requirements as set forth in the Historical Resources Guidelines and shall be approved by City Staff. The initial evaluation shall consist, at a minimum, of a review of the following historical sources: The 1876 Bird's Eye View of San Diego, all Sanborn Fire Insurance Company maps, appropriate City directories and maps that identify historical properties or archaeological sites, and a records search at the South Coastal Information Center for archaeological resources located within the property boundaries. Historical and existing land uses shall also be reviewed to assess the potential presence of significant prehistoric and historic archaeological resources. The person completing the initial review shall also consult with and consider input from local individuals and groups with expertise in the historical resources of the San Diego area. These experts may include the University of California, San Diego State University, San Diego Museum of Man, Save Our Heritage Organization (SOHO), local historical and archaeological groups, the Native American Heritage Commission (NAHC), designated community planning groups, and other individuals or groups that may have specific knowledge of the area. Consultation with these or other individuals and groups shall occur as early as possible in the evaluation process.</p> <p>When the initial evaluation indicates that important archaeological sites may be present on a project site but their presence cannot be confirmed prior to construction or demolition due to obstructions or spatially limited testing and data recovery, the applicant shall prepare and implement an archaeological monitoring program as a condition of development approval to the satisfaction of City Staff. If the NAHC Sacred Lands File search is positive for Native American resources within the project site, then additional evaluation must include participation of a local Native American consultant in accordance with CEQA Sections 15064.5(d), 15126.4(b)(3) and Public Resources Code Section 21083.2.</p> <p>No further action is required if the initial evaluation demonstrates there is no</p>			

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<b>SIGNIFICANT IMPACT(S)</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>potential for subsurface resources. The results of this research shall be summarized in the Secondary Study.</p> <p>Step 2-Testing</p> <p>A testing program is required if the initial evaluation demonstrates that there is a potential for subsurface resources. The testing program shall be conducted during the hazardous materials remediation or following the removal of any structure or surface covering which may be underlain by potential resources. The removal of these structures shall be conducted in a manner which minimizes disturbance of underlying soil. This shall entail a separate phase of investigations from any mitigation monitoring during construction.</p> <p>The testing program shall be performed by a qualified Historical Archaeologist meeting the qualifications specified in Appendix B of the San Diego Land Development Code, Historical Resources Guidelines. The Historical Archaeologist must be approved by City Staff prior to commencement. Before commencing the testing, a treatment plan shall be submitted for City Staff approval that reviews the initial evaluation results and includes a research design. The research design shall be prepared in accordance with the City's Historical Resources Guidelines and include a discussion of field methods, research questions against which discoveries shall be evaluated for significance, collection strategy, laboratory and analytical approaches, and curation arrangements. All tasks shall be in conformity with best practices in the field of historic urban archaeology. A recommended approach for historic urban sites is at a minimum fills and debris along interior lot lines or other areas indicated on Sanborn maps.</p> <p>Security measures such as a locked fence or surveillance shall be taken to prevent looting or vandalism of archaeological resources as soon as demolition is complete or paved surfaces are removed. These measures shall be maintained during archaeological field investigations. It is recommended that exposed features be covered with steel plates or fill dirt when not being investigated.</p> <p>The results of the testing phase shall be submitted in writing to City Staff and shall include the research design, testing results, significance evaluation, and recommendations for further treatment. Final determination of significance</p>			

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<b>SIGNIFICANT IMPACT(S)</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>shall be made in consultation with City Staff , and with the Native American community, if the finds are prehistoric. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action is required. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the provisions set forth in Step 4 - Monitoring. If significant resources are discovered during the testing program, then data recovery in accordance with Step 3 shall be undertaken prior to construction. If the existence or probable likelihood of Native American human remains or associated grave goods area discovered through the testing program, the Qualified Archaeologist shall stop work in the area, notify the City Building Inspector, City staff, and immediately implement the procedures set forth in CEQA Guidelines Section 15064.5 and the California Public Resources Code (PRC) Section 5097.98 for discovery of human remains. This procedure is further detailed in the Mitigation, Monitoring and Reporting Program (Step 4). City Staff must concur with evaluation results before the next steps can proceed.</p> <p>Step 3-Data Recovery</p> <p>For any site determined to be significant, a Research Design and Data Recovery Program (RDDRDP) shall be prepared in accordance with the City's Historical Resources Guidelines, approved by City Staff, and carried out to mitigate impacts before any activity is conducted which could potentially disturb significant resources. The archaeologist shall notify City Staff of the date upon which data recovery will commence ten (10) working days in advance.</p> <p>All cultural materials collected shall be cleaned, catalogued and permanently curated with an appropriate institution. Native American burial resources shall be treated in the manner agreed to by the Native American representative or be reinterred on the site in an area not subject to further disturbance in accordance with CEQA section 15164.5 and the Public Resources Code section 5097.98. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate. All newly discovered archaeological sites shall be recorded with the South Coastal Information</p>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>Center at San Diego State University. Any human bones and associated grave goods of Native American origin encountered during Step 2-Testing, shall, upon consultation, be turned over to the appropriate Native American representative(s) for treatment in accordance with state regulations as further outlined under Step 4-Monitoring (Section IV. Discovery of Human Remains).</p> <p>A draft Data Recovery Report shall be submitted to City Staff within twelve months of the commencement of the data recovery. Data Recovery Reports shall describe the research design or questions, historic context of the finds, field results, analysis of artifacts, and conclusions. Appropriate figures, maps and tables shall accompany the text. The report shall also include a catalogue of all finds and a description of curation arrangements at an approved facility, and a general statement indicating the disposition of any human remains encountered during the data recovery effort (please note that the location of reinternment and/or repatriation is confidential and not subject to public disclosure in accordance with state law). Finalization of draft reports shall be subject to City Staff review.</p> <p>Step 4 – Monitoring</p> <p>If no significant resources are encountered, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the following provisions and components:</p> <p><b>I. Prior to Permit Issuance</b></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 Precon Meeting, whichever is applicable, City Staff shall verify that the requirements for Archaeological Monitoring and Native American monitoring, where the project may impact Native American resources, have been noted on the appropriate construction documents.</p> <p>B. Letters of Qualification have been submitted to City Staff</p>			

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MITIGATION MONITORING AND REPORTING PROGRAM**

<b>SIGNIFICANT IMPACT(S)</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<ol style="list-style-type: none"> <li>1. The applicant shall submit a letter of verification to City Staff 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 HAZWOPER training with certification documentation.</li> <li>2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.</li> <li>3. Prior to the start of work, the applicant must obtain written approval from City Staff for any personnel changes associated with the monitoring program.</li> </ol> <p><b>II. Prior to Start of Construction</b></p> <p><b>A. Verification of Records Search</b></p> <ol style="list-style-type: none"> <li>1. The PI shall provide verification to City Staff 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 Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</li> <li>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</li> <li>3. The PI may submit a detailed letter to City Staff requesting a reduction to the ¼ mile radius.</li> </ol> <p><b>B. PI Shall Attend Precon Meetings</b></p> <ol style="list-style-type: none"> <li>1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), the Native American representative(s) (where Native American resources may be impacted), Building Inspector (BI), if appropriate, and</li> </ol>			

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MITIGATION MONITORING AND REPORTING PROGRAM**

<b>SIGNIFICANT IMPACT(S)</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>City Staff. The qualified Archaeologist and the Native American consultant/monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Archaeological Monitoring Plan (AMP)</p> <p>(a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan (with verification that the AMP has been reviewed and approved by the Native American consultant/monitor when NA resources may be impacted) which describes how the monitoring would be accomplished for approval by City Staff and the Native American monitor. The AMP shall include an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to City Staff 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>(c) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur.</p> <p>(d) The PI may submit a detailed letter to City Staff 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><b>III. During Construction</b></p>			

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MITIGATION MONITORING AND REPORTING PROGRAM**

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <ol style="list-style-type: none"> <li>1. The Archaeological monitor shall be present full-time during all soil disturbing and grading/excavation /trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and City Staff of changes to any construction activities.</li> <li>2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME, and provide that information to the PI and City Staff. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Processes detailed in Sections III.B-C, and IVA-D. shall commence.</li> <li>3. The archeological and Native American consultant/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 City Staff.</li> <li>4. The PI may submit a detailed letter to City Staff during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.</li> </ol> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> <li>1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.</li> <li>2. The Monitor shall immediately notify the PI (unless Monitor is</li> </ol>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>the PI) of the discovery.</p> <ol style="list-style-type: none"> <li>3. The PI shall immediately notify City Staff by phone of the discovery, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible.</li> <li>4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.</li> </ol> <p>C. Determination of Significance</p> <ol style="list-style-type: none"> <li>1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.               <ol style="list-style-type: none"> <li>(a) The PI shall immediately notify City Staff by phone to discuss significance determination and shall also submit a letter to City Staff indicating whether additional mitigation is required.</li> <li>(b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor when applicable, and obtain written approval from City Staff and the Native American representative(s), if applicable. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</li> <li>(c) If the resource is not significant, the PI shall submit a letter to City Staff 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.</li> </ol> </li> </ol> <p>IV. Discovery of Human Remains</p> <p>If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures set forth in CEQA Section 15064.5(e), the California</p>			

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MITIGATION MONITORING AND REPORTING PROGRAM**

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <p>A. Notification</p> <ol style="list-style-type: none"> <li>1. Archaeological Monitor shall notify the RE or BI as appropriate, City Staff, and the PI, if the Monitor is not qualified as a PI. City Staff will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery process.</li> <li>2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.</li> </ol> <p>B. Isolate discovery site</p> <ol style="list-style-type: none"> <li>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 provenance of the remains.</li> <li>2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.</li> <li>3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.</li> </ol> <p>C. If Human Remains are determined to be Native American</p> <ol style="list-style-type: none"> <li>1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, <b>ONLY</b> the Medical Examiner can make this call.</li> <li>2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information..</li> <li>3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e) and the California Public Resources and Health &amp; Safety Codes.</li> <li>4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition</li> </ol>			

**ATTACHMENT A**  
**MITIGATION MONITORING AND REPORTING PROGRAM**

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>with proper dignity, of the human remains and associated grave goods.</p> <p>5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and if:</p> <p>(a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;</p> <p>(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, THEN,</p> <p>(c) In order to protect these sites, the Landowner shall do one or more of the following:</p> <p>(1) Record the site with the NAHC;</p> <p>(2) Record an open space or conservation easement on the site;</p> <p>(3) Record a document with the County.</p> <p>6. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.</p> <p>D. If Human Remains are not Native American</p> <p>1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.</p> <p>2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).</p> <p>3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for interment of the human remains shall be made in consultation with City Staff, the applicant/landowner</p>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>and the San Diego Museum of Man.</p> <p><b>V. Night and/or Weekend Work</b></p> <p>A. If night and/or work is included in the contract</p> <ol style="list-style-type: none"> <li>1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting.</li> <li>2. The following procedures shall be followed.               <ol style="list-style-type: none"> <li>(a) No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVr and submit to City Staff via fax by 8 am of the next business day.</li> <li>(b) Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV - Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.</li> <li>(c) Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.</li> <li>(d) The PI shall immediately contact City Staff, or by 8 am of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</li> </ol> </li> </ol> <p>B. If night and/or weekend work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> <li>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</li> <li>2. The RE, or BI, as appropriate, shall notify City Staff immediately.</li> </ol> <p>C. All other procedures described above shall apply, as appropriate.</p> <p><b>VI. Post Construction</b></p>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> <li>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) prepared in accordance with the Historical Resources Guidelines and Appendices which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to City Staff, for review and approval within 90 days following the completion of monitoring.               <ol style="list-style-type: none"> <li>(a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.</li> <li>(b) Recording sites with State of California Department of Parks and Recreation 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.</li> </ol> </li> <li>2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</li> <li>3. The PI shall submit revised Draft Monitoring Report to City Staff for approval.</li> <li>4. City Staff shall provide written verification to the PI of the approved report.</li> <li>5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</li> </ol> <p>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.</li> <li>2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the</li> </ol>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.</p> <p>3. The PI shall submit a Collections Management Plan to City Staff for review and approval for any project which results in a substantial collection of historical artifacts.</p> <p>C. Curation of artifacts: Accession Agreement and Acceptance Verification</p> <p>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 City Staff and the Native American representative, as applicable.</p> <p>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and City Staff.</p> <p>3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance in accordance with section IV – Discovery of Human Remains, subsection 5.(d).</p> <p>D. Final Monitoring Report(s)</p> <p>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff that the draft report has been approved.</p> <p>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from City Staff which includes the Acceptance Verification from the curation institution.</p>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
<b>NOISE (NOI)</b>				
<b>Impact NOI-B.1:</b> 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)	<i>Mitigation Measure NOI-B.1-1:</i> 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.	Prior to Building Permit (Design)  Prior to Certificate of Occupancy (Implementation)	Developer	CCDC/City
<b>PALEONTOLOGICAL RESOURCES (PAL)</b>				
<b>Impact PAL-A.1:</b> Excavation in geologic formations with a moderate to high potential for paleontological resources could have a significant impact on these resources, if present. (Direct)	<i>Mitigation Measure PAL-A.1-1:</i> In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by CCDC.  <b>I. Prior to Permit Issuance</b> A. Construction Plan Check 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, Centre City Development Corporation (CCDC) shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.  B. Letters of Qualification have been submitted to CCDC 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			

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<b>SIGNIFICANT IMPACT(S)</b>	<b>MITIGATION MEASURE(S)</b>	<b>IMPLEMENTATION TIME FRAME</b>	<b>IMPLEMENTATION RESPONSIBILITY</b>	<b>VERIFICATION RESPONSIBILITY</b>
	<p>program.</p> <p><b>II. Prior to Start of Construction</b></p> <p><b>A. Verification of Records Search</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</li> </ol> <p><b>B. PI Shall Attend Precon Meetings</b></p> <ol style="list-style-type: none"> <li>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 paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.               <ol style="list-style-type: none"> <li>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.</li> </ol> </li> <li>2. Identify Areas to be Monitored               <ol style="list-style-type: none"> <li>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. 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).</li> </ol> </li> </ol>			

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	<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 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> <p><b>III. During Construction</b></p> <p>A. Monitor Shall be Present During Grading/Excavation/Trenching</p> <p>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 Construction Manager 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 (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.</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 trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</p> <p>B. Discovery Notification Process</p> <p>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.</p>			

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	<p>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</p> <p>3. The PI shall immediately notify CCDC by phone of the discovery, and shall also submit written documentation to CCDC within 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 shall evaluate the significance of the resource.</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. The determination of significance for fossil discoveries shall be at the discretion of the PI.</p> <p>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.</p> <p>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.</p> <p>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> <p>IV. Night Work</p> <p>A. If night work is included in the contract</p> <p>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</p> <p>2. The following procedures shall be followed.</p> <p>a. No Discoveries</p> <p>(1) In the event that no discoveries were encountered</p>			

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	<p>during night work, The PI shall record the information on the CSVR and submit to CCDC via fax by 9am the following morning, if possible.</p> <p>b. Discoveries (1) All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.</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.</p> <p>d. The PI shall immediately contact CCDC, or by 8AM 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"> <li>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</li> <li>2. The RE, or BI, as appropriate, shall notify CCDC immediately.</li> </ol> <p>C. All other procedures described above shall apply, as appropriate.</p> <p><b>VI. Post Construction</b></p> <p>A. Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> <li>1. The PI shall submit two 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 90 days following the completion of monitoring. <ol style="list-style-type: none"> <li>a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.</li> <li>b. Recording Sites with the San Diego Natural History Museum <ol style="list-style-type: none"> <li>(1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the</li> </ol> </li> </ol> </li> </ol>			

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SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	<p>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.</p> <ol style="list-style-type: none"> <li>2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</li> <li>3. The PI shall submit revised Draft Monitoring Report to CCDC for approval.</li> <li>4. CCDC shall provide written verification to the PI of the approved report.</li> <li>5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</li> </ol> <p>B. Handling of Fossil Remains</p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.</li> <li>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</li> </ol> <p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol> <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> <li>1. The PI shall submit two copies of the Final Monitoring Report to CCDC (even if negative), within 90 days after notification from CCDC that the draft report has been approved.</li> <li>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.</li> </ol>			

**ATTACHMENT B**  
**GREENHOUSE GAS MODELING ASSUMPTIONS**  
**JUNE 2010**

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**Appendix Bayside Fire Station GHG Calculations**

**Mobile-Source Emissions (Source: URBEMIS)**

Operational Year 2013                      240.67 tons                      0.907 MT/ton                      218 MT/yr

**Emissions from Energy Consumption <sup>1</sup>**

**Electricity**

Total KWh	MWh	Region	Emission Factor (lb CO2/MWh)	GWP	Emission Factor (lb CH4/MWh)	GWP	Emission Factor (lb N2O/MWh)	GWP	Total CO2e (Metric Tons/year)
130,000	130	CALI	739.05		1	0.0302	23	0.0081	296
									<b>44</b>

**Natural Gas**

Total Therms	MMBTU	Region	Emission Factor (kg CO2/MMBTU)	GWP	Emission Factor (kg CH4/MMBTU)	GWP	Emission Factor (kg N2O/MMBTU)	GWP	Total CO2e (Metric Tons/year)
1,701	170	California	53.06		1	0.005	23	0.0001	296
									<b>9</b>

**Indirect Emissions from Municipal Water Use (includes conveyance, treatment, distribution, and wastewater treatment) <sup>2</sup>**

KWh/million gallons/year*	KWh/acre-ft/year	Gallons/Year	Total KWh	MWh	Region	Emission Factor (lb CO2/MWh)	GWP	Emission Factor (lb CH4/MWh)	GWP	Emission Factor (lb N2O/MWh)	GWP	Total CO2e (Metric Tons/year)
12,700	4138	411,400	5,225		5 CALI	739.05		1	0.0302	23	0.0081	296
												<b>2</b>

\*for Southern California

Emissions from Waste Generation	Total CO2e (Metric Tons/year)
	1

<b>Total Direct &amp; Indirect Emissions (MT CO2e/yr)</b>	<b>274</b>
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Sources:

1 California Climate Action Registry [CCAR] General Reporting Protocol v 3.1 January 2009

2 California Energy Commission [CEC] 2006. California Energy - Water Relationship Staff Report CEC-700-2005-011-SF. Available: <http://www.energy.ca.gov/2007publications/CEC-999-2007-008/CEC-999-2007-008.PDF>

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Work\Projects\CCDC Bayside Fire Station\Bayside FS.urb924

Project Name: Bayside Firestation

Project Location: Riverside County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.18	0.27	1.98	0.00	0.41	0.08	240.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (tons/year, unmitigated)	0.18	0.27	1.98	0.00	0.41	0.08	240.67

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOX</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM25</u>	<u>CO2</u>
Government office building	0.18	0.27	1.98	0.00	0.41	0.08	240.67
TOTALS (tons/year, unmitigated)	0.18	0.27	1.98	0.00	0.41	0.08	240.67

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Government office building		8.63	1000 sq ft	16.00	138.08	1,279.31
					138.08	1,279.31

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	45.4	0.4	99.4	0.2
Light Truck < 3750 lbs	9.5	1.1	94.7	4.2
Light Truck 3751-5750 lbs	22.0	0.5	99.5	0.0
Med Truck 5751-8500 lbs	12.2	0.8	99.2	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.9	0.0	78.9	21.1
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	12.5	87.5
Heavy-Heavy Truck 33,001-60,000 lbs	1.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.5	53.3	46.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.4	0.0	85.7	14.3

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Government office building				10.0	5.0	85.0

## GHG Emissions from Wste Generation

### Landfilled Waste

4 tons/yr

Residential Waste Characterization*		Landfilled tons	MTCO2e
Mixed Garbage	6.2%	0	0.08
PCs	1.2%	0	0.00
Glass	2.0%	0	0.00
Cardboard		-	-
Ferrous (iron/steel)	8.8%	0	0.01
Aluminum		-	-
Plastic	12.0%	0	0.02
Organics (food waste)	29.2%	1	0.69
Yard waste/wood		-	-
Mixed Paper	26.5%	1	0.35
Concrete		-	-
C&D (Construction/Demolition waste)	14.1%	0	(0.05)
<b>Total</b>	<b>100.0%</b>	<b>4</b>	<b>1.11</b>

\*commercial waste characterization assumed to be similar.

(Version 9.01, 3/09)

[http://www.epa.gov/climatechange/wycd/waste/calculators/Warm\\_home.html#click](http://www.epa.gov/climatechange/wycd/waste/calculators/Warm_home.html#click)

The emission factors presented in this table reflect national average landfill gas recovery practices and transportation distances.

## Greenhouse Gas Emission Factors (MTCO2E per short ton)

Material	Source Reduction	Recycling	Landfilling, National Average	Landfilling, No Recovery	Landfilling, Flaring	Landfilling, Energy Recovery	Combustion	Composting
Aluminum Cans	-8.29	-13.67	0.04	0.04	0.04	0.04	0.06	N/A
Steel Cans	-3.19	-1.8	0.04	0.04	0.04	0.04	-1.54	N/A
Copper Wire	-7.41	-4.97	0.04	0.04	0.04	0.04	0.06	N/A
Glass	-0.58	-0.28	0.04	0.04	0.04	0.04	0.05	N/A
HDPE	-1.8	-1.4	0.04	0.04	0.04	0.04	0.91	N/A
LDPE	-2.29	-1.71	0.04	0.04	0.04	0.04	0.91	N/A
PET	-2.11	-1.55	0.04	0.04	0.04	0.04	1.07	N/A
Corrugated Box	-5.59	-3.11	0.33	1.49	-0.22	-0.46	-0.66	N/A
Magazines	-8.66	-3.07	-0.33	0.14	-0.55	-0.65	-0.48	N/A
Newspaper	-4.89	-2.8	-0.89	-0.48	-1.09	-1.18	-0.75	N/A
Office Paper	-8.01	-2.85	1.76	3.71	0.84	0.42	-0.63	N/A
Phonebook	-6.34	-2.66	-0.89	-0.48	-1.09	-1.18	-0.75	N/A
Textbook	-9.18	-3.11	1.76	3.71	0.84	0.42	-0.63	N/A
Dimensional Lumber	-2.02	-2.46	-0.52	0.07	-0.81	-0.93	-0.79	N/A
Fiberboard	-2.22	-2.47	-0.52	0.07	-0.81	-0.93	-0.79	N/A
Food Waste	N/A	N/A	0.68	1.43	0.33	0.16	-0.18	-0.2
Yard Waste	N/A	N/A	-0.34	0.06	-0.54	-0.62	-0.22	-0.2
Grass	N/A	N/A	0.15	0.51	-0.02	-0.1	-0.22	-0.2
Leaves	N/A	N/A	-0.58	-0.3	-0.72	-0.78	-0.22	-0.2
Branches	N/A	N/A	-0.52	0.07	-0.81	-0.93	-0.22	-0.2
Mixed Paper Board	N/A	-3.54	0.27	1.35	-0.24	-0.47	-0.66	N/A
Mixed Paper - Residential	N/A	-3.54	0.19	1.21	-0.3	-0.52	-0.66	N/A
Mixed Paper - Office	N/A	-3.42	0.38	1.43	-0.12	-0.34	-0.6	N/A
Mixed Metals	N/A	-5.26	0.04	0.04	0.04	0.04	-1.07	N/A
Mixed Plastics	N/A	-1.52	0.04	0.04	0.04	0.04	0.97	N/A
Mixed Recyclables	N/A	-2.88	0.08	0.93	-0.3	-0.47	-0.6	N/A
Mixed Organics	N/A	N/A	0.15	0.59	-0.24	-0.37	-0.2	-0.2
MixedMSW	N/A	N/A	0.37	1.34	-0.1	-0.31	-0.13	N/A
Carpets	-4.03	-7.23	0.04	0.04	0.04	0.04	0.37	N/A
PCs	-55.97	-2.27	0.04	0.04	0.04	0.04	-0.2	N/A
ClayBricks	-0.29	N/A	0.04	0.04	0.04	0.04	N/A	N/A
Aggregate	N/A	-0.01	0.04	0.04	0.04	0.04	N/A	N/A
FlyAsh	N/A	-0.87	0.04	0.04	0.04	0.04	N/A	N/A
Tires	-4.01	-1.84	0.04	0.04	0.04	0.04	0.09	N/A