

FINAL
MITIGATION MONITORING AND REPORTING PROGRAM
for the
Naval Training Center Redevelopment Project

SCH No. 99081140
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The California Environmental Quality Act (CEQA) Section 21081.6 requires that a mitigation monitoring and reporting program (MMRP) be established upon certification of an Environmental Impact Report (EIR). It stipulates that "the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This MMRP has been developed in compliance with Section 21081.6 of CEQA and identifies (1) mitigation measures to be implemented to reduce impacts to below a level of significance, (2) the agency responsible for that implementation, and (3) criteria for completion or monitoring of the specific measures. It incorporates revisions to mitigation measures resulting from public review of the Draft EIR.

A. Land Use

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager, unless otherwise indicated, shall verify that future development plans have incorporated or complied with the following measures:

Incompatible Land Uses

LU-1 Design facilities to control public access to the public safety institute.

Plan Consistency

LU-2 Prior to final Project design and construction, a view corridor analysis and mapping effort shall be submitted to the City Environmental Review Manager.

LU-3 Regarding the public safety institute's inconsistency with the tidelands trust, the City shall enter into an agreement with the State Lands Commission, which imposes restrictions where none exist in exchange for removal of restrictions where they do exist.

LU-4 No later than 90 days after transfer of the NTC San Diego property from the Navy to the City of San Diego, and prior to transfer of the title from the City to another party, the City shall execute a limited avigation easement in favor of the Lindbergh Field Airport Operator (currently the San Diego Unified Port District [SDUPD]) for noise impacts at noise contour levels provided in the Comprehensive Land Use Plan for Lindbergh Field adopted February 1992, as amended April 1994 and approved by the San Diego Association of Governments (SANDAG).

LU-5 In accordance with the Airport Environs Overlay Zone (AEOZ) and California Noise Standards, the City of San Diego Environmental Review Manager shall review noise studies in the noise-impacted areas prior to issuance of building permits to confirm that appropriate noise attenuation measures are proposed. The City Environmental Review Manager will confirm that noise attenuation measures have been implemented in accordance with California Noise Standards, State Building Code - Title 24, before issuance of a certificate of occupancy.

Appropriate Commitment of Land Uses

LU-6 Fencing and directional signage shall be used adjacent to the MWWD lab and public safety institute to keep pedestrians away from these uses; and the uses shall be designed to discourage trespassing. The City shall enter into an agreement with the State Land Commission, which imposes restrictions where none exist in exchange for removal of restrictions where they do exist.

B. Transportation and Circulation

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measure provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans have incorporated or complied with the following measure:

TC-1 Three intersections (Rosecrans Street/North Evergreen Street, Pacific Highway/Laurel Street, Laning Road/North Harbor Drive) that would be significantly impacted by the Project would still operate at an acceptable LOS (i.e., LOS D or better) under Buildout conditions and therefore would not require mitigation. Four intersections (Nimitz Boulevard/Rosecrans Street, Rosecrans Street/Bainbridge Court/Russell Street, Rosecrans Street/Roosevelt Road, and Rosecrans Street/Lytton Street) that would be significantly impacted by the Project and would operate at a congested LOS (i.e., LOS E or F) would be restored to an acceptable LOS through the incorporation of mitigation measures (improvements) presented in Section 4.2 of the EIR. These improvements would be 100% funded by the Project. One intersection (Rosecrans Street/Sports Arena Boulevard/Camino Del Rio South) could be restored to an acceptable LOS through the incorporation of improvements presented in Section 4.2 of the EIR; however, these improvements would not be funded by the Project.

MFH DEVELOPMENT

Near-Term

In the near-term, the MFH Development would cause no degradation of LOS to worse than LOS D, and the delays at intersections operating at LOS D or worse would exceed the 2-second maximum established by the City of San Diego as significance criteria. Thus, no mitigation would be required for near-term traffic impacts.

Long-Term (Buildout Conditions)

The long-term analysis indicates that buildout conditions would result in deterioration of intersection operations at all studied intersections, including a projection of LOS F for the p.m. peak hour at the Rosecrans Street/Bainbridge Court/ Russell Street/Gate 6 intersection, which is an access point for the MFH project site. Although the MFH Development would have a small impact on this future condition, it is considered appropriate that mitigation for this impact take the form of contribution to improvements to intersections adjacent to the MFH project site.

Modifications at the Rosecrans Street/Bainbridge Court/Russell Street intersection to improve LOS, when needed in the future, would include widening of Bainbridge Court by 12 feet to provide four lanes, three outbound and one inbound; an widening Rosecrans Street by 12 feet to provide a northbound right-turn lane.

The access analysis indicates a need to widen and extend Bainbridge Court in order to provide adequate access to the MFH project site. The internal circulation analysis demonstrates a need to eliminate intersections which are close to Gates 6 and 10A.

In order to compensate for the potential long-term traffic impacts near the MFH project site (these impacts would not be development-generated); and provide satisfactory access to the MFH area, the following measures have been included in the project design:

- Bainbridge Court will be built to a two-lane connector with a continuous center turn lane with either a raised or painted median between Rosecrans Street and Cushing Road, and as a four-lane roadway from Cushing Road to North Harbor Drive.
- The signal at the Bainbridge Court/Rosecrans Street/Russell Street intersection will be modified and reactivated.
- The project design will include a reservation of land east of, and adjacent to, Rosecrans Street, from Bainbridge Court to a point 400 feet south. This land reservation will allow for a future 12-foot widening of Rosecrans Street. The widening of Rosecrans Street is not included in the Proposed Action.

- Porter Road will be eliminated or cul-de-sacs will be constructed in order to eliminate the Porter Road/Bainbridge Court intersection.
- As part of the extension of Bainbridge Court, cul-de-sacs will be constructed on Gearing Road, or other appropriate measures will be taken in order to eliminate the Gearing Road/Laning Road intersection.

C. Cultural Resources

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans have incorporated or complied with the following measures:

- CR-1 An archaeological monitor shall be onsite during construction activities involving grading or excavation in areas west of the 1850 mean high tide line; monitoring shall not be required in areas east (bayward) of the 1850 mean high tide line. The monitor shall be empowered to halt construction in and around areas where previously unevaluated cultural materials, either historic or prehistoric, are unearthed until such time that the resource is inspected by a member of the Society of Professional Archaeologists in consultation with a cultural resource representative of the lead agency responsible for administering the construction/earth moving permit.

All original maps, field notes, non-burial related artifacts, catalog information and final reports shall be curated at an institution within San Diego County. Qualified institutions are those with proper facilities and staffing for ensuring research access to the collections, consistent with federal standards. If there are no qualified institutions in San Diego County that can accept additional collections, the historical resource consultant shall be responsible for temporary curation until such time as a regional facility becomes available. Arrangements for long-term curation shall be established between future applicants/property owners and the consultant prior to the initiation of the field reconnaissance.

D. Biological Resources

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measures provided below prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans proposed by the acquiring entities have incorporated or complied with the following measures

- BR -1 Construction noise adjacent to breeding, roosting, and foraging areas of birds shall be kept to a minimum, particularly during the breeding season. Specific requirements for herons are provided below under measure BR-2.
- BR-2 Three ornamental trees along Worden and Cushing Roads used by nesting herons shall be retained and no less than a 100-foot construction buffer shall be provided

during the heron breeding season (January 15 through July 15) to ensure that construction noise and activities do not result in herons avoiding nest trees or abandoning their nests or young. Appropriate buffers shall be determined by a biologist familiar with the life history and nesting requirements of herons on a case-by-case basis.

- BR-3 Implement Best Management Practices (BMPs). Design runoff drainages to empty into areas of San Diego Bay where greater tidal flushing exists. Comply with Section 402 of the Clean Water Act, as amended. Prepare an Oil and Hazardous Spill Contingency Plan and Spill Prevention, Control, and Countermeasures (SPCC) Plan.

E. Geology and Soils

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans have incorporated or complied with the measures listed below.

- GS-1 Design and construct proposed facilities in accordance with the Uniform Building Code (UBC) and state-of-the-art seismic design specifications of the Structural Engineering Association of California for buildings in Seismic Zone IV.
- GS-2 Remove soils that are potentially liquefiable and replace with properly compacted fill soils.
- GS-3 Prepare a soil erosion plan. Provide protective covering for exposed graded areas. Use diverting techniques. Maintain a buffer strip between the Project Area and boat channel and the adjoining portion of San Diego Bay. Revegetate open areas.
- GS-4 Perform corrosivity testing prior to construction and treat or remove corrosive soils as appropriate.

F. Hydrology and Water Quality

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans have incorporated or complied with the measure listed below.

- H-1 Implement soil erosion mitigation measures. Comply with National Pollutant Discharge Elimination System (NPDES) permits, AB 411, and the U.S. Environmental Protection Agency (USEPA) California Toxics Rule, prepare and implement a Stormwater Pollution Prevention Plan, and implement BMPs.

G. Air Quality

MFH DEVELOPMENT

AQ-1 Project construction specifications will include the requirement that commercial electric power from poles on or near the site will be used during construction wherever feasible. This measure would result in a 97 to 99 percent reduction in emissions (SCAQMD 1993).

Vehicles will not exceed 15 miles per hour when traveling over unpaved areas. This measure would result in a 40 percent reduction in PM₁₀ emissions (SCAQMD 1993).

H. Public Health and Safety

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans have incorporated or complied with the following measures:

- PH-1 Post appropriate signage and monitor the aboveground steam lines to restrict access to area residents.
- PH-2 Safety measures such as fencing, markers, flagging, and access restrictions will be implemented.
- PH-3 Post a crossing guard at appropriate locations along Rosecrans Street to assist children walking to and from Loma Portal Elementary School.

MFH DEVELOPMENT

- PH-4 Erect security fencing, install signage and provide metal grating covers along the 7-foot-diameter concrete channel located on the south side of MacDonough Road to restrict access to area residents.
- PH-5 The existing approximately 8-foot-high chain-link fence which separates the NEX/auto service station from the Project Area will be maintained to prevent future MFH Development residents from entering the facility.

I. Visual Resources

Future development within the NTC San Diego or 430-acre portion of the Project Area shall incorporate or comply with the measures provided below to the satisfaction of the City Environmental Review Manager prior to issuance of land development permits. The City Environmental Review Manager shall verify that future development plans have incorporated or complied with the following measures:

Visual Character

- VR-1
1. Minimize the time between removal or alteration of a visual element and the introduction of a new visual element. Keep construction equipment and materials out of public view as much as possible.
 2. Prior to final design or construction, a visual resource site inventory shall be submitted. Important visual character elements and resources shall be mapped. These resources would either be incorporated into the development plans or be replaced with resources having a higher level of visual quality and quantity. Elements to be considered include architectural treatments, site planning that takes into account the axial spatial arrangements, mature street trees, and associated site elements.
 3. Include the overall pedestrian scale and historical context of the site in all plans for development.
 4. Incorporate the urban design guidelines found in the NTC San Diego Reuse Plan. Expand on these guidelines to include other architectural, landscape architectural, and site planning design guidelines prior to the final design or construction phases. These guidelines shall preserve existing architectural, landscape architectural, and site planning elements that give the Project Area its special character and context and guide new development to be consistent with the elements. Guidelines should incorporate the design principals associated with relevant plans including the Peninsula Community Plan and the Midway/Pacific Highway Corridor Community Plan.

View Quality

- VR-2
- Prior to final design and construction, a view corridor analysis and mapping effort shall be submitted by the Project applicant for approval to the City Environmental Review Manager. This analysis will include the existing private and public viewing points that depend on visual corridors over the Project Area. Existing blockage will be noted and the spatial extent of these corridor requirements on the Project Area will be mapped. Height and percentage encroachment into these corridors will be determined and design guidelines developed in order to direct the future development plans of the Project.

J. Noise

MFH DEVELOPMENT

- N-1 The MFH Development design will include noise barriers between roadways and housing areas that would reduce the ground floor exterior traffic noise levels to 65 dB CNEL or less. Building design features will be included to reduce the noise levels from the roadway, when measured in the interior living spaces, to 45 dB CNEL or less. One type of noise barrier would be a sound attenuating wall around the perimeter of the housing area. Preliminary modeling indicates a wall height of 8 feet would be required to provide an exterior noise level of 65 dB CNEL or less for homes that would be closest to North Harbor Drive and Rosecrans Street. If a shorter wall is desired, the design may use non-residential structures (i.e., garages) as barriers to roadway noise. Noise analysis will be required as a part of the design process.

To attenuate traffic noise on second story receptors to an interior noise level of 45 dB CNEL or less, the windows of rooms facing the roadway must be closed. Therefore, the building design features will include mechanical ventilation and may also include building insulation and sound attenuation of window and door openings facing the roadway.

The elementary school will be designed as necessary to reduce interior noise levels to 45 dB CNEL or less for compatibility with the Lindbergh Field CLUP.

K. Community Services and Facilities

- CS-1. Collection of school fees and the school district's statutory share of annual tax increment revenue generated in the NTC San Diego portion of the Project Area would offset the cost of additional students generated by the Project. The City's Development Services Permit Review Manager shall verify that future developments have complied with this measure.

MFH DEVELOPMENT

Federal Impact Aid, which became available as part of the Improving America's Schools Act, PL 103-382 (October 20, 1994), is given to school districts which educate children of those who work and/or live on federal property (e.g., military bases). This program reimburses school districts for the costs associated with any such students. Federal Impact Aid funds are statutorily available to the affected school districts on a per-child basis at the time the anticipated students begin to attend the impacted schools. Section 8003 of the Act allows school districts to use these funds for any purpose with the exception of special education for students with disabilities.