8.0 PROJECT ALTERNATIVES

CEQA requires the consideration of alternative development scenarios and the analysis of impacts associated with the alternatives. Through comparison of these alternatives to the proposed project, the advantages of each can be weighed and analyzed. Section 15126.6(a) of the CEQA Guidelines requires that an EIR, "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." (Section 15126.6).

Additionally, Sections 15126.6 (e)(f) of the CEQA Guidelines state:

- The specific alternative of "no project" shall also be evaluated along with its impact. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.
- The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.

Pursuant to the CEQA Guidelines stated above, a range of alternatives to the proposed project is considered and evaluated in this EIR. The discussion in the section provides:

1. A description of alternatives considered;
2. An analysis of whether the alternatives meet most of the objectives of the project (described in Section 3.0 of this EIR); and
3. A comparative analysis of the alternatives under consideration and the proposed project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the project to a less than significant level. Table 8-1 provides a summary of this analysis. The alternatives considered in the EIR include: 1) No Project/No Redevelopment Plan; 2) No Additional Development; 3) General Plan Opportunity Areas Map Concept; and, 4) TOD Principals Alternative.

8.1 No Project/No Redevelopment Plan

The State CEQA Guidelines require analysis of the No Project Alternative (Public Resources Code Section 15126). According to Section 15126.6(e), " the specific alternative of 'no project' shall also be evaluated along with its impacts. The 'no project' analysis shall discuss the existing conditions at the time the notice of preparation is published, at the time environmental analysis is commenced, as well as what would be

TABLE 8-1
Comparison of Project Alternatives Impacts
To Proposed Project Impacts

Impact Category	No Project/No Redevelopment Plan	No Additional Development	General Plan Opportunity Areas Map	TOD Principals Alternative
Land Use	Greater	Similar	Similar	Similar
Transportation/Circulation	Greater	Less	Greater	Less
Air Quality	Greater	Less	Greater	Less
Noise	Similar	Similar	Greater	Less
Cultural Resources	Similar	Less	Similar	Similar
Biological Resources	Similar	Less	Similar	Similar
Geology/Soils	Similar	Similar	Similar	Similar
Hazards/Hazardous Materials	Greater	Greater	Similar	Similar
Paleontological Resources	Similar	Less	Similar	Similar
Aesthetics	Greater	Greater	Similar	Similar
Water Quality/Hydrology	Greater	Greater	Similar	Less
Population/Housing	Similar	Similar	Greater	Greater
Public Services	Greater	Similar	Greater	Greater
Mineral Resources	Similar	Similar	Similar	Similar
Environmentally Superior	**No**	**Yes**	**No**	**Yes**

Source: BRG Consulting, Inc., 2004.

reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

8.1.1 Description of Alternative

The No Project/No Redevelopment Plan Alternative assumes that the proposed redevelopment plan would not be implemented. However, as with the proposed project, under the No Project/No Redevelopment Plan, the Project Area would be developed pursuant to the existing community plan land use designations and zoning. The amount of development would be similar to the level estimated for the proposed project; however, the overall rate of development would be slower than under the Redevelopment Plan.

8.1.1.1 Land Use

No land use impact has been identified associated with the proposed project. However, the Project Area currently contains a large amount of underutilized land and buildings, existing incompatible land uses, parcels of irregular form and shape, and insufficient parking and vehicle access. Under this alternative, the beneficial effects of redevelopment activities, such as providing a mechanism to allow consolidation of parcels and implementing a more cohesive development pattern, continuity of land use patterns and parcelization, and general public infrastructure and landscaping improvements, may not be achieved. Development within the Project Area is likely to continue in a similar fashion as has historically occurred in the Project Area. Overall, the land use impact would be greater than under the proposed project, as land use goals identified within applicable community plans for the Project Area would not be achieved.

8.1.1.2 Transportation/Circulation

Assuming that the Project Area is developed according to existing community plan land use designations and zoning, the level of development expected by the horizon year (year 2030) would be similar to the proposed project, as such, the level of traffic generated with this alternative would also be similar. However, the beneficial effects of implementing a redevelopment plan for the Project Area would not be implemented. These include private property access improvements and financing for public infrastructure improvements, including those identified in applicable community plans. In the horizon year, traffic operations at study area segments and intersections are anticipated to be unacceptable, and the proposed project would incrementally add to these conditions – which would also occur under this alternative. Overall, the transportation/circulation impact is expected to be greater than the proposed project.

8.1.1.3 Air Quality

Implementation of this alternative would result in the generation of a similar level of air emissions as the proposed project because a similar level of development would occur, although at a slower rate than under the proposed project. However, the beneficial air quality effects of implementing a redevelopment plan, including provisions of public infrastructure improvements and upgrading or replacing stationary air pollution control equipment may not be implemented. Overall, the air quality impact would be greater than the proposed project.

8.1.1.4 Noise

Roadway noise levels would be similar to the project because a similar level of development would occur within the Project Area. As with the project, future development fronting major roadways would be exposed to noise levels exceeding acceptable standards. Project area roadways carry a high volume of traffic that currently expose various land uses to noise levels that exceed community noise standards. In general, the older structures within the Project Area have not been constructed so as to attenuate noise from adjacent major roadways. Any new development within the Project Area will need to be constructed in compliance with applicable building code requirements to ensure exterior and interior noise standards are met. The noise impact associated with this alternative would be similar to the proposed project.

8.1.1.5 Cultural Resources

Implementation of this alternative would result in a similar impact to cultural resources as the proposed project. This alternative assumes that a similar level of development could occur, including the footprint of development. Therefore, the impact would be expected to be similar to the project.

8.1.1.6 Biological Resources

Implementation of this alternative would result in a similar impact to biological resources as the proposed project. A similar level of development, including the footprint of development, would occur under this alternative as would occur under the proposed project; therefore, the impact would be expected to be similar to the project. Implementation of this alternative would not provide a catalyst for enhancement of certain areas of the San Diego River, as identified in the San Diego River Park Master Plan.

8.1.1.7 Geology/Soils

Implementation of this alternative would result in a similar geology/soils impact as the proposed project. Development within the Project Area will need to conform to the applicable building code provisions and seismic standards at the time of development. However, because a redevelopment plan would not be implemented, conformance of existing substandard structures would occur at a slower rate. Under this alternative, the beneficial effects of redevelopment activities, such as facilitating new development in the Project Area and replacing older substandard structures would not be achieved.

8.1.1.8 Hazards/Hazardous Materials

Implementation of this alternative would result in a greater impact associated with hazardous materials. New future development within the Project Area would need to comply with all applicable local, state, and federal regulations governing the use, storage, and transport of hazardous materials, regardless of whether or not the project is implemented. However, the proposed project will provide economic incentive to remediate existing sites, and under this alternative remaining sites containing hazardous materials, including structures that contain lead-based paint and/or asbestos containing building materials would likely remain for the near future.

8.1.1.9 Paleontological Resources

The overall rate of development would be slower than under the proposed project; however, the footprint of development would be similar to the proposed project. Therefore, the impact to paleontological resources would be similar.

8.1.1.10 Aesthetics

Under this alternative, the existing visual appearance of the Project Area would be expected remain. The beneficial effects of the redevelopment plan that address the aesthetics of the Project Area would likely not be implemented. These include rehabilitating structures and improvements, providing incentives to property owners to participate in improving conditions in the Project Area, and adopting specific design guidelines for projects to ensure a consistent design theme that will guide future redevelopment activities. Landform alterations would be similar under this alternative as the Project Area is generally flat terrain and

builtout with urban uses. Future development activities are not expected to significantly alter landform conditions. The aesthetics impact is expected to be greater than the proposed project.

8.1.1.11 Water Quality/Hydrology

Implementation of this alternative would result in a greater impact to water quality and hydrology. The proposed project would redevelop properties that currently do not have structural controls to clean storm water runoff. The redevelopment project would provide a catalyst to improve substandard properties and bring these properties into compliance with current Regional Water Quality Control Board regulations governing runoff. Without a redevelopment plan, improvements to the San Diego River under the San Diego River Watershed Management Plan and the San Diego River Park Master Plan within the Project Area may not be achieved. Additionally, without a redevelopment plan, there would be less economic incentive to remediate existing hazardous materials sites and properties that contribute to degradation of water quality. Overall, the impacts to water quality and hydrology would be greater than the proposed project.

8.1.1.12 Population/Housing

No impact to population/housing has been identified for the proposed project because the redevelopment plan is consistent with the Navajo, Tierrasanta, and College Area Community Plans. As with the project, under this alternative, construction of 134 housing units could occur, although at a slower rate. This amount of housing is consistent with the level identified in the community plan for the Project Area, and is not considered significant. This alternative would result in a similar impact to population and housing.

8.1.1.13 Public Services

Implementation of this alternative would result in growth occurring within the Project Area at a slower pace than is anticipated to occur with implementation of a redevelopment project. Ultimately the same level of development would be expected by the horizon year (year 2030); however, the benefits of implementing a redevelopment plan would not occur, including the provision of better public services and facilities. This alternative would result in a greater impact to public services and utilities than the proposed project.

8.1.1.14 Mineral Resources

Implementation of this alternative would result in continued operation of the sand and gravel-processing facility located within the Project Area until the resources are exhausted or marginal economic return ends production. The conditional use permit expires in 2033. Under the proposed project, there is a possibility that redevelopment opportunities may accelerate the transition of the sand and gravel-processing facility to a different use. However, the proposed project is consistent with the applicable community plans and transition of the sand and gravel-processing facility to a different use is expected to occur regardless of whether the redevelopment plan is implemented. Therefore, this alternative would result in a similar mineral resources impact to the proposed project.

8.1.1.15 Conclusion – No Project/No Redevelopment Plan

This alternative is environmentally inferior to the proposed project. It would result in greater impacts associated with land use, transportation/circulation, air quality, hazards/hazardous materials, aesthetics,

water quality/hydrology and public services. Impacts associated with noise, cultural resources, biological resources, geology/soils, paleontological resources, population/housing, and mineral resources would be similar to the proposed project. This alternative would not reduce any significant impacts associated with the proposed project. Additionally, this alternative would not meet most of the basic objectives of the proposed project.

8.2 No Additional Development

8.2.1 Description of Alternative

The No Additional Development Alternative considers the environmental impacts associated with no additional development beyond that which currently exists within the Project Area. The level of development will remain at its existing condition within the Project Area under this alternative.

8.2.1.1 Land Use

No land use impact has been identified associated with the proposed project. However, incompatible land uses currently exist throughout the Project Area. Under this alternative, the beneficial effects of redevelopment activities, such as creating more compatible land uses, and continuity of land use patterns and parcelization, may not be achieved. The land use impact would be similar to the proposed project.

8.2.1.2 Transportation/Circulation

Implementation of this alternative would result in the generation of less traffic within the Project Area than the proposed project as this alternative assumes no new development would occur. Because less traffic would be generated under this alternative, the traffic impact would be less than the proposed project. However, in the horizon year, traffic operations at study area segments and intersections are anticipated to be unacceptable with and without the proposed project. Under this alternative, the project's incremental impact to study area roadway segments and intersections would be avoided. The beneficial effects of redevelopment activities, such as private property access improvements and public infrastructure improvements may not be implemented.

8.2.1.3 Air Quality

Implementation of this alternative would result in the generation of less traffic and therefore the amount of air emissions would be less than the proposed project. However, the beneficial air quality effects of redevelopment activities, including public infrastructure improvements would not be implemented. Overall the air quality impact would be less than the proposed project.

8.2.1.4 Noise

Roadway noise levels would be less than the proposed project because less traffic would be generated in the Project Area. The project generated traffic noise ranges between .5 and 3.5 dBA, and higher noise levels are generated by cumulative traffic conditions. In general, the older structures within the Project Area have not been constructed so as to attenuate noise from major roadways and these structures would

remain under this alternative. Overall, the noise impact associated with this alternative would be similar to the propose project.

8.2.1.5 Cultural Resources

Implementation of this alternative would result in less of an impact to cultural resources than the proposed project. Because this alternative assumes that no development could occur, potential impacts to cultural resources would be avoided.

8.2.1.6 Biological Resources

Implementation of this alternative would result in less of an impact to biological resources than the proposed project. Because no development would occur under this alternative, potential impacts to biological resources within and adjacent to the Project Area would be avoided. Implementation of this alternative would not provide a catalyst for enhancement of certain areas of the San Diego River, as identified in the San Diego River Park Master Plan.

8.2.1.7 Geology/Soils

Implementation of this alternative would result in a similar geology/soils impact as the propose project. However, assuming no new development occurs within the Project Area, conformance of existing substandard structures to applicable buildings codes would not occur. Under this alternative, the beneficial effects of redevelopment activities, such as facilitating new development in the Project Area and replacing older substandard structures would not be achieved.

8.2.1.8 Hazards/Hazardous Materials

Implementation of this alternative will result in a greater impact associated with hazardous materials than the proposed project. Structures that contain lead-based paints and/or structures with asbestos containing materials presumably would not be rehabilitated or remediated and existing sites would likely not be remediated.

8.2.1.9 Paleontological Resources

This alternative will result in less of an impact to paleontological resources than the proposed project. No additional grading or development would occur under this alternative; therefore, potential impacts to paleontological resources would be avoided.

8.2.1.10 Aesthetics

Under this alternative, the existing visual character of the Project Area would not be expected to change. The beneficial effects of the redevelopment plan that address the aesthetics of the area would likely not be implemented. These include rehabilitation of structures, landscaping, reconfiguration and consolidation of parcels, etc. Landform alternative impacts would be similar, as the Project Area is generally developed, and the topography is relatively flat; therefore, significant changes in existing landform or topography are not anticipated. Overall, the impact to the aesthetic character of the Project Area is expected to be greater than the proposed project as specific community plan goals related to improvement of the visual quality of the area could not be achieved.

8.2.1.11 Water Quality/Hydrology

Implementation of this alternative would likely result in a greater impact to hydrology and water quality than the proposed project. The proposed project would redevelop properties that currently do not have structural controls to clean storm water runoff. Without a redevelopment plan and with no new development, the economic incentive to remediate existing hazardous materials sites and properties that contribute to the degradation of water quality would not be achieved. Also, public infrastructure improvements, including drainage improvements would not be implemented is more likely to occur with implementation of the redevelopment plan. The redevelopment project would provide a catalyst to improve substandard properties and bring them into compliance with current regional Water Quality Control Board standards. Overall, the impacts to water quality/hydrology will be greater than the proposed project.

8.2.1.12 Population/Housing

No impact to population/housing has been identified for the proposed project because the redevelopment plan is consistent with the Navajo, Tierrasanta, and College Area Community Plans. Under this alternative, land use conditions would remain the same and no additional housing would be developed in the Project Area. Overall, this alternative would result in a similar population and housing impact as the proposed project.

8.2.1.13 Public Services

The impact to public services and utilities would be similar to the proposed project. This alternative would not create an additional demand on public services. However, the benefits of the redevelopment project, including the provision of improved public facilities, would not be provided.

8.2.1.14 Mineral Resources

Implementation of this alternative would result in continued operation of the sand and gravel-processing facility located within the Project Area until the resources are exhausted or marginal economic return ends production. The conditional use permit expires in 2033. The proposed project is consistent with the General Plan, including transition of the sand and gravel-processing facility to an urban use. This alternative would result in a similar mineral resources impact as the proposed project.

8.2.1.15 Conclusion – No Additional Development Alternative

This alternative is environmentally superior to the proposed project. This alternative would reduce, or avoid, the project's impact to transportation/circulation, air quality, cultural resources, biological resources, and paleontological resources. Impacts associated with noise, geology/soils, biological resources, and population/housing would be similar to the proposed project. However, it would result in greater impacts associate with hazards/hazardous materials, aesthetics, and water quality/hydrology. This alternative would not meet most of the basic objectives of the proposed project.

8.3 General Plan Opportunity Areas Map Concept

8.3.1 Description of Alternative

This alternative considers the environmental impacts associated with redevelopment activities occurring over the 20 to 30 year redevelopment timeframe anticipating land uses that would generally implement the conceptual land use patterns identified in the City of San Diego General Plan (City of Villages) Opportunity Areas Map for the Project Area. Figure 8-1 depicts the land use configuration assumed for the General Plan Opportunity Areas Map Concept alternative. This alternative is being evaluated in response to comments on the Notice of Preparation and scoping for the EIR. The alternative introduces a mixed-use land use pattern in proximity to mass public transit (e.g., the San Diego Trolley) and major transportation corridors. The overall objective of the land use pattern would be to encourage the use of alternative modes of transportation and implementing pedestrian friendly concepts. This alternative also recognizes recent trends in development within the Mission Valley and I-8 corridor.

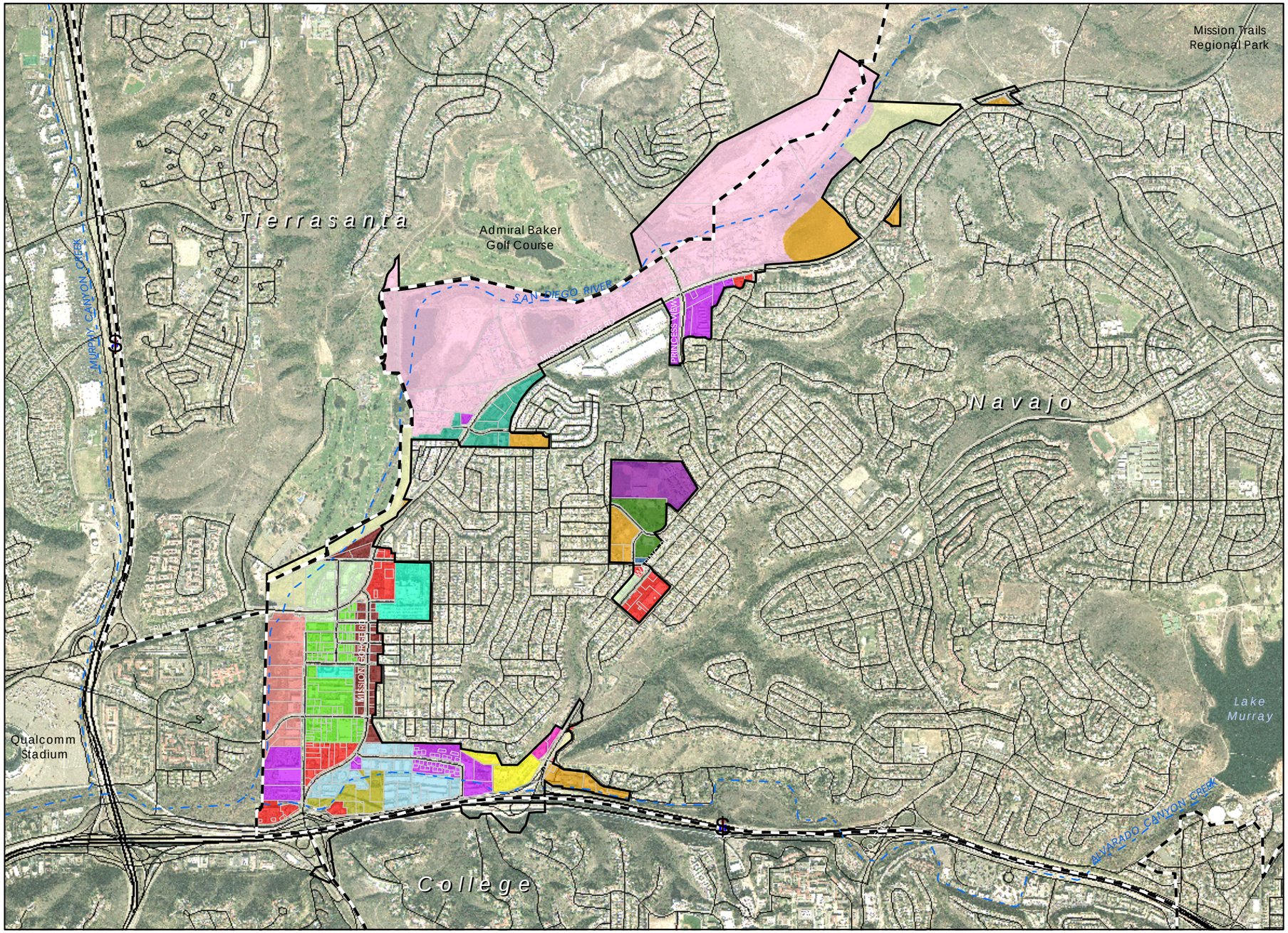
The alternative would result in an increase in commercial development by approximately 410,000 square feet, industrial development by approximately 4,818,000 square feet, office development by approximately 321,000 square feet, single-family residential units by 28 units, and multi-family dwelling units by 2,982 units. Institutional facilities would be reduced by approximately 66,700 square feet, religious facilities by approximately 117,000 square feet, quarry extraction by 208 acres, agriculture (commercial) by 1 acre, hospital development by approximately 91,000 square feet, and commercial recreation by approximately 31 acres.

8.3.1.1 Land Use

No land use impact has been identified associated with the proposed project. However, the Project Area currently contains underutilized land and buildings, existing incompatible land uses, parcels of irregular form and shape, and insufficient parking and vehicle access. Under this alternative, the beneficial effects of redevelopment activities, such as creating more compatible land uses, and continuity of land use patterns and parcelization, would also be achieved. Redevelopment would occur essentially in a similar fashion with the exception that more housing and less commercial and industrial development would occur. Overall, the land use impact would be similar to the proposed project.

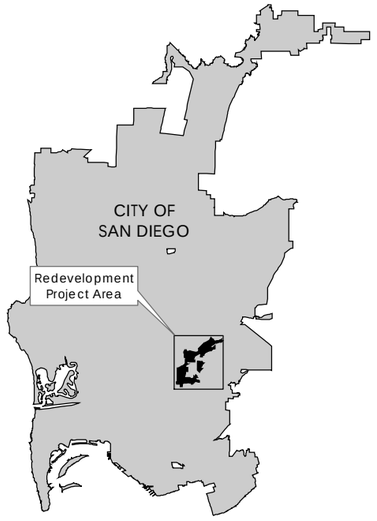
8.3.1.2 Transportation/Circulation

Redevelopment of the Project Area according to the General Plan Opportunity Areas Map Alternative would generate a net increase of 50,359 daily trips (the proposed project is estimated to generate approximately 31,606 daily trips). The increase in vehicular trips generated under this alternative is largely attributed to the increase of residential and commercial uses which are higher trip generators than the industrial uses. Table 8-2 depicts the estimated trip generation pursuant to the General Plan Opportunities Area Map Alternative. Figure 8-2 depicts the daily and peak hour trip assignment under this alternative.



ALTERNATIVE LAND USES

- Multi-Family Residential
- Commercial
- Office
- Industrial
- Schools
- Parks
- Open Space
- Libraries
- Hospitals
- 50% Single Family Residential, 50% Industrial
- 50% Multi-Family Residential, 40% Transportation, 10% Commercial
- 40% Multi-Family Residential, 60% Commercial
- 40% Commercial, 60% Multi-Family Residential
- 40% Office, 20% Industrial, 40% Multi-Family Residential
- 40% Office, 40% Open Space, 20% Multi-Family Residential
- 60% Industrial, 40% Commercial
- 50% Industrial, 50% Open Space
- 40% Industrial, 40% Multi-Family Residential, 20% Commercial
- Redevelopment Project Area
- Community Plan Boundaries
- Parcel Boundaries
- Creeks and Rivers
- Freeways
- Major Roads
- Roads



SOURCE: Landiscor (1/14/04), SanGIS and BRG Consulting, Inc., 2004

12/7/04

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0 1,000 2,000 4,000 Feet

1" = 2000'

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General Plan Opportunities Area Map Alternative Land Uses

FIGURE

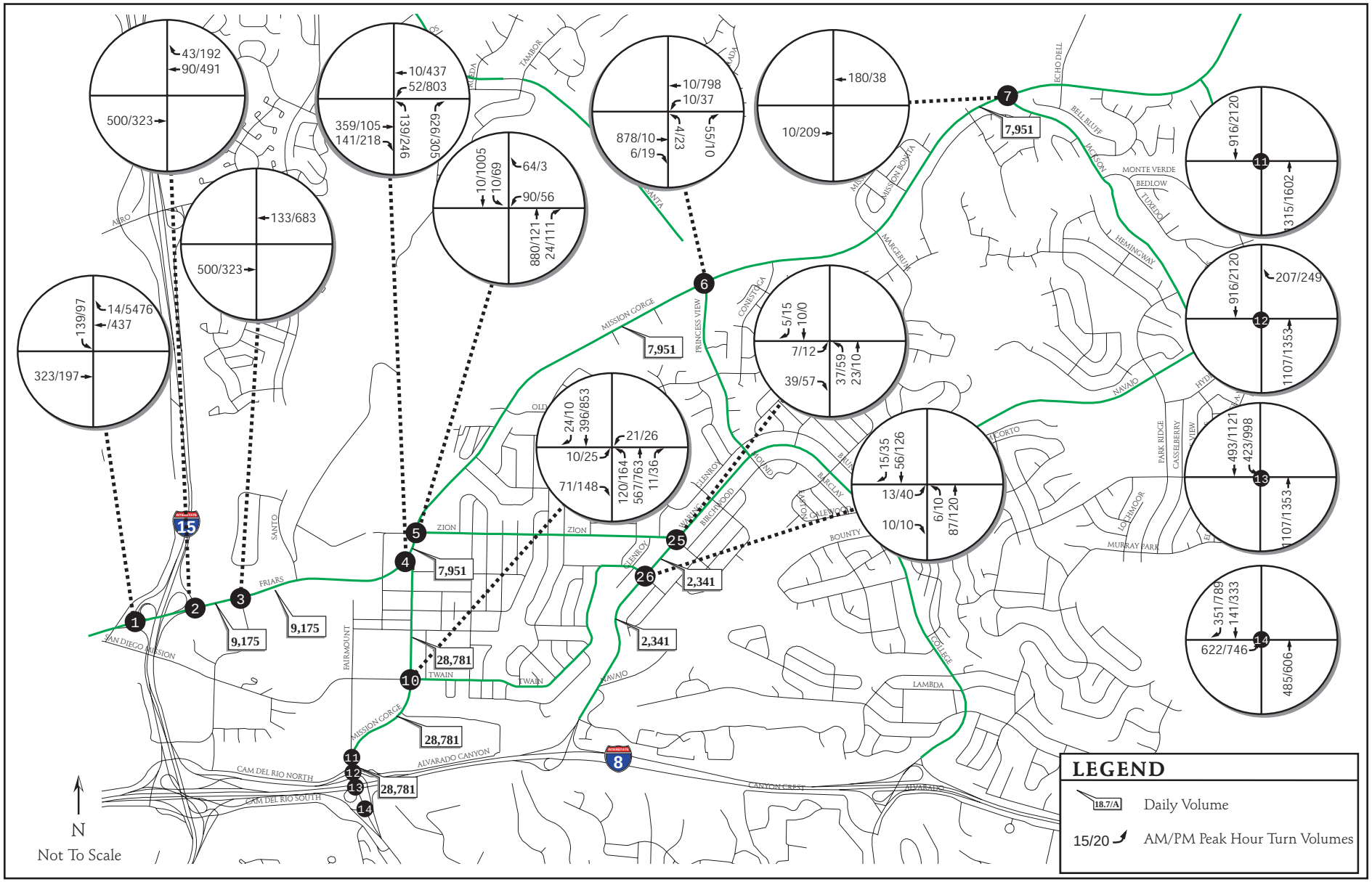
8-1

TABLE 8-2
Trip Generation for the General Plan Opportunities Area Map Alternative

Land Use	Intensity	Trip Rate	Per	Daily Trips	AM Trips	AM In	Out	PM Trips	In	Out
Alternative Land Use Intensities										
Neighborhood Commercial	268 KSF	72	KSF	19,295	772	463	309	2,122	1,061	1,061
Community Shopping Center	167 KSF	49	KSF	8,163	245	147	98	816	408	408
Specialty Retail/ Strip Commercial	-24 KSF	36	KSF	-862	-26	-16	-10	-78	-39	-39
Industrial (Manufacturing/ Assembly)	4,325 KSF	4	KSF	17,298	3,460	3,114	346	3,460	692	2,768
Industrial (Business Park)	173 KSF	16	KSF	2,762	331	109	222	331	66	265
Industrial (Small Industrial Park)	-277 KSF	15	KSF	-4,158	-457	-412	-46	-499	-100	-399
Industrial (Large Industrial Park)	599 KSF	8	KSF	4,790	527	474	53	575	115	460
Commercial Office	321 KSF	20	KSF	3,903	507	457	51	546	109	437
Institutional (Library)	-67 KSF	20	KSF	-1,334	-27	-19	-8	-133	-67	-67
Residential Single Family	28 DU	10	DU	277	22	4	18	28	19	8
Residential Multi-Family	2,982 DU	8	DU	23,854	1,908	382	1,527	2,385	1,670	716
Religious Facility	-117 KSF	9	KSF	-1,054	-42	-34	-8	-84	-42	-42
Park (Development)	7 AC	50	AC	336	13	0	0	27	0	0
Industrial Extraction (Quarry)	-208 AC	100	AC	-20,830	-3,125	-2,187	-937	-3,333	-1,333	-2,000
Agriculture	-1 AC	2	AC	-1	0	0	0	0	0	0
Hospital	-92 KSF	20	KSF	-1,831	-165	-115	-49	-183	-55	-128
Commercial Recreation (Golf)	-31 AC	8	AC	-247	-15	-12	-3	-22	-7	-16
Total Alternative Project Trips				***50,359***	***3,930***	***2,356***	***1,560***	***5,958***	***2,499***	***3,433***

Notes: KSF = thousand square feet, DU = dwelling units, AC = acres.

Source: City of San Diego Trip Generation Manual, September 1998.



SOURCE: Katz, Okitsu & Associates, 2004

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General Plan Opportunities Alternative Daily and Peak Hour Trip Assignment

FIGURE

8-2

Table 8-3 summarizes the horizon year (Year 2030) roadway segment conditions both with and without the project. As shown in Table 8-3, in the horizon year, without the alternative land uses, all roadway segments operate at LOS D or better except:

- Friars Road from I-15 northbound ramps to Rancho Mission Road (LOS F)
- Friars Road from Rancho Mission Road to Santo Road (LOS E)
- Fairmount Avenue from I-8 eastbound off ramp to Camino Del Rio North (LOS F)
- Mission Gorge Road from Mission Gorge Place to Twain Avenue (LOS E)

With the addition of alternative plan traffic, the following segments are significantly impacted:

- Friars Road from I-15 northbound ramps to Rancho Mission Road (LOS F)
- Friars Road from Rancho Mission Road to Santo Road (LOS F)
- Fairmount Avenue from I-8 eastbound off ramp to Camino Del Rio North (LOS F)
- Mission Gorge Road from Mission Gorge Place to Twain Avenue (LOS F)
- Mission Gorge Road from Twain Avenue to Vandever Avenue (LOS F)
- Mission Gorge Road from Friars Road to Zion Avenue (LOS F)

Implementation of this alternative would result in a greater impact than the proposed project as this alternative would: degrade the Friars Road from Rancho Mission Road to Santa Road to LOS F (as compared to LOS E under the proposed project). Also, this alternative would significantly impact two additional roadway segments that are not impacted by the proposed project: Mission Gorge Road from Twain Avenue to Vandever Avenue (LOS F) and Mission Gorge Road from Friars Road to Zion Avenue (LOS F).

Table 8-4 summarizes the results of the peak hour intersection performance analysis and the significance of project impacts. Figures 8-3 and 8-4 depict the horizon year AM and PM peak hour intersection turning movements for this alternative.

As shown in Table 8-4, under this alternative, the following intersections would be significantly impacted:

- Friars & I-15 southbound ramps (PM peak hour)
- Friars & Mission Gorge Road (PM peak hour)
- Twain & Mission Gorge Road (AM and PM peak hour)
- Fairmount Avenue & Mission Gorge Road (AM and PM peak hour)
- Camino Del Rio & I-8 westbound Off ramp & Fairmount Avenue (AM and PM Peak hours)
- I-8 eastbound on- and off-ramps & Fairmont Avenue (AM and PM Peak hours)

TABLE 8-3
Horizon Year 2030
Daily Roadway Segment Conditions with the Alternative Plan Project

Street Segment	Lanes / Class	Horizon without Project			Project Added	Horizon with Project			Comparison	
		ADT	V/C	LOS		ADT	V/C	LOS	Increase V/C	Sig?
Friars Road										
I-15 NB Ramps to Rancho Mission Road	6 / Prime	69,900	1.165	F	9,108	79,008	1.317	F	0.152	**Yes**
Rancho Mission Road to Santo Road	6 / Prime	56,500	0.942	E	9,108	65,608	1.093	F	0.152	**Yes**
Fairmount Avenue										
I-8 EB Off Ramp to Camino Del Rio North	4 / Major	59,500	1.488	F	28,695	88,195	2.205	F	0.717	**Yes**
Mission Gorge Road										
Mission Gorge Place to Twain Avenue	4 / Major	37,200	0.930	E	28,695	65,895	1.647	F	0.717	**Yes**
Twain Avenue to Vandever Avenue	4 / Major	33,900	0.848	D	28,695	62,595	1.565	F	0.717	**Yes**
Friars Road to Zion Avenue	6 / Prime	52,400	0.873	D	7,991	60,391	1.007	F	0.133	**Yes**
West of Princess View Drive	5 / Prime	33,200	0.664	C	7,991	41,191	0.824	C	0.160	No
West of Jackson Drive	6 / Major	28,200	0.564	C	7,991	36,191	0.724	C	0.160	No
Waring Road										
Zion Avenue to Twain Avenue	4 / Major	16,100	0.403	B	1,899	17,999	0.450	B	0.047	No
South of Twain Avenue	4 / Major	18,000	0.450	B	1,899	19,899	0.497	B	0.047	No

Notes: NB = North Bound, SB = South Bound, EB = East Bound, WB = West Bound, ADT = Average Daily Traffic, V/C = Volume/Capacity Ratio, LOS = Level of Service, Sig = Significant

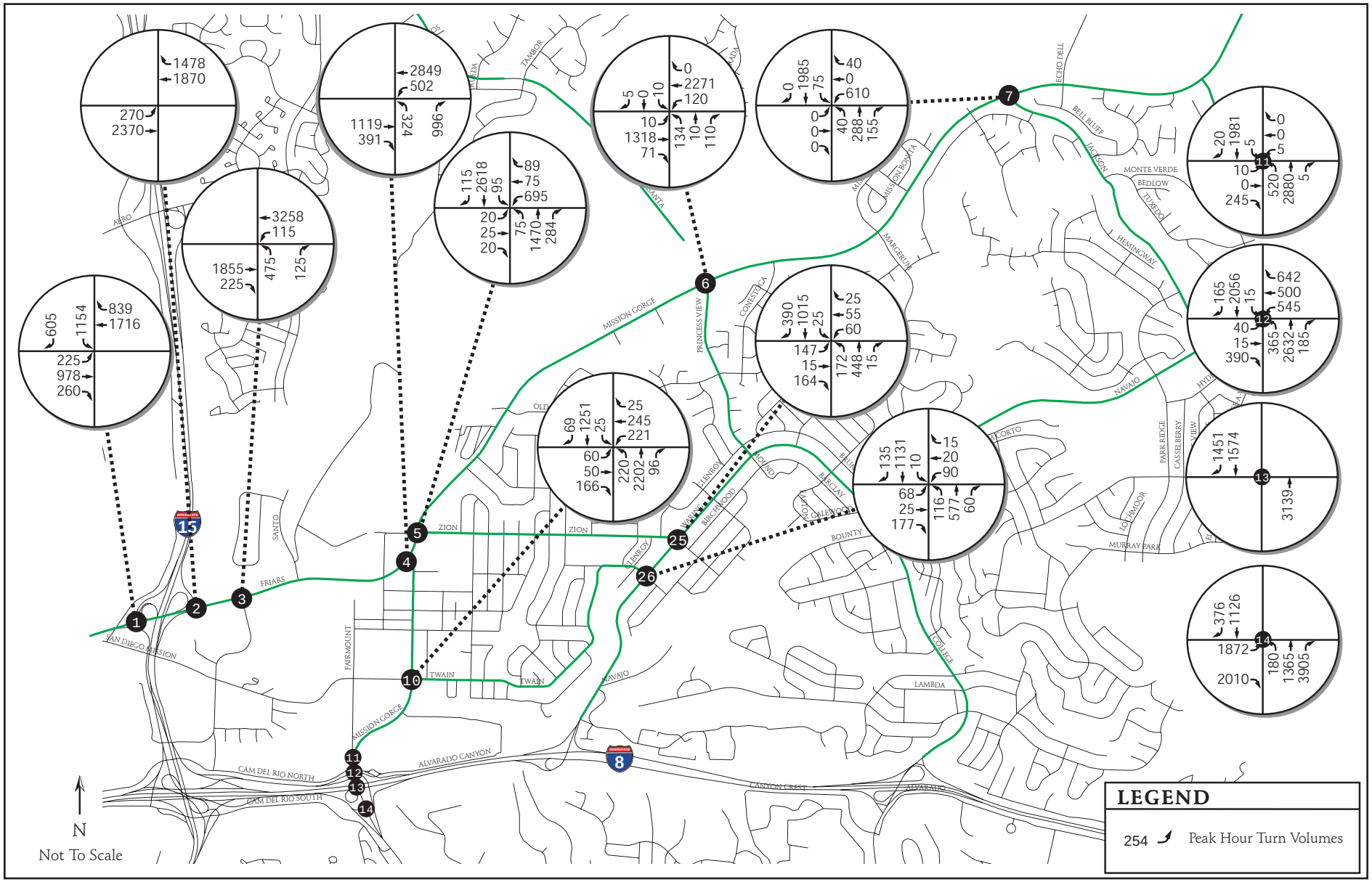
Source: Katz, Okitsu & Associates, 2004

TABLE 8-4
Year 2030 Peak Hour Intersection Conditions with the Alternative Plan Project

Intersection	2030 Without		2030 With		Increase Delay (sec.)	Significant?
	Delay (sec.)	LOS	Delay (sec.)	LOS		
AM Peak Hour						
1. Friars & I-15 SB Ramps	42.5	D	44.5	D	2.0	No
2. Friars & I-15 NB Ramps	8.3	A	8.3	A	0.0	No
3. Friars & Rancho Mission Rd	25.1	C	26.9	C	1.8	No
4. Friars & Mission Gorge Rd	17.6	B	28.5	C	10.9	No
5. Zion & Mission Gorge Rd	42.4	D	49.6	D	7.2	No
6. Princess View & Mission Gorge Rd	22.9	C	20.6	C	-2.3	No
7. Jackson & Mission Gorge Rd	15.0	B	15.3	B	0.3	No
10. Twain & Mission Gorge Rd	48.5	D	116.2	F	67.7	Yes
11. Fairmont Ave & Mission Gorge Rd	18.6	B	86.8	F	68.2	Yes
12. Cam. Del Rio/ I-8 WB Off & Fairmount Ave	138.0	F	299.0	F	161.0	Yes
13. Fairmont Ave & I-8 WB On Ramp*	0.0	A	0.0	A	0.0	No
14. I-8 EB On and Off Ramps & Fairmount Ave	25.0	C	81.2	F	56.2	Yes
25. Zion & Waring Rd	26.5	C	35.0	C	8.5	No
26. Twain & Waring Rd	15.6	B	15.8	B	0.2	No
PM Peak Hour						
1. Friars & I-15 SB Ramps	67.2	E	97.9	F	30.7	Yes
2. Friars & I-15 NB Ramps	16.5	B	24.8	C	8.3	No
3. Friars & Rancho Mission Rd	24.5	C	33.1	C	8.6	No
4. Friars & Mission Gorge Rd	50.9	D	181.4	F	130.5	Yes
5. Zion & Mission Gorge Rd	40.3	D	53.5	D	13.2	No
6. Princess View & Mission Gorge Rd	24.1	C	17.4	B	-6.7	No
7. Jackson & Mission Gorge Rd	13.3	B	14.1	B	0.8	No
10. Twain & Mission Gorge Rd	70.0	E	268.6	F	198.6	Yes
11. Fairmont Ave & Mission Gorge Rd	25.1	C	227.9	F	202.8	Yes
12. Cam. Del Rio/ I-8 WB Off & Fairmount Ave	222.1	F	498	F	275.9	Yes
13. Fairmont Ave & I-8 WB On Ramp*	0.0	A	0	A	0.0	No
14. I-8 EB On and Off Ramps & Fairmount Ave	19.8	B	81.5	F	61.7	Yes
25. Zion & Waring Rd	26.6	C	31	C	4.4	No
26. Twain & Waring Rd	13.3	B	14.2	B	0.9	No

Notes: NB = North Bound, SB = South Bound, EB = East Bound, WB = West Bound, ADT = Average Daily Traffic, V/C = Volume/Capacity Ratio, LOS = Level of Service, Sig = Significant

Source: Katz, Okitsu & Associates, 2004



SOURCE: Katz, Okitsu & Associates, 2004

12/7/04

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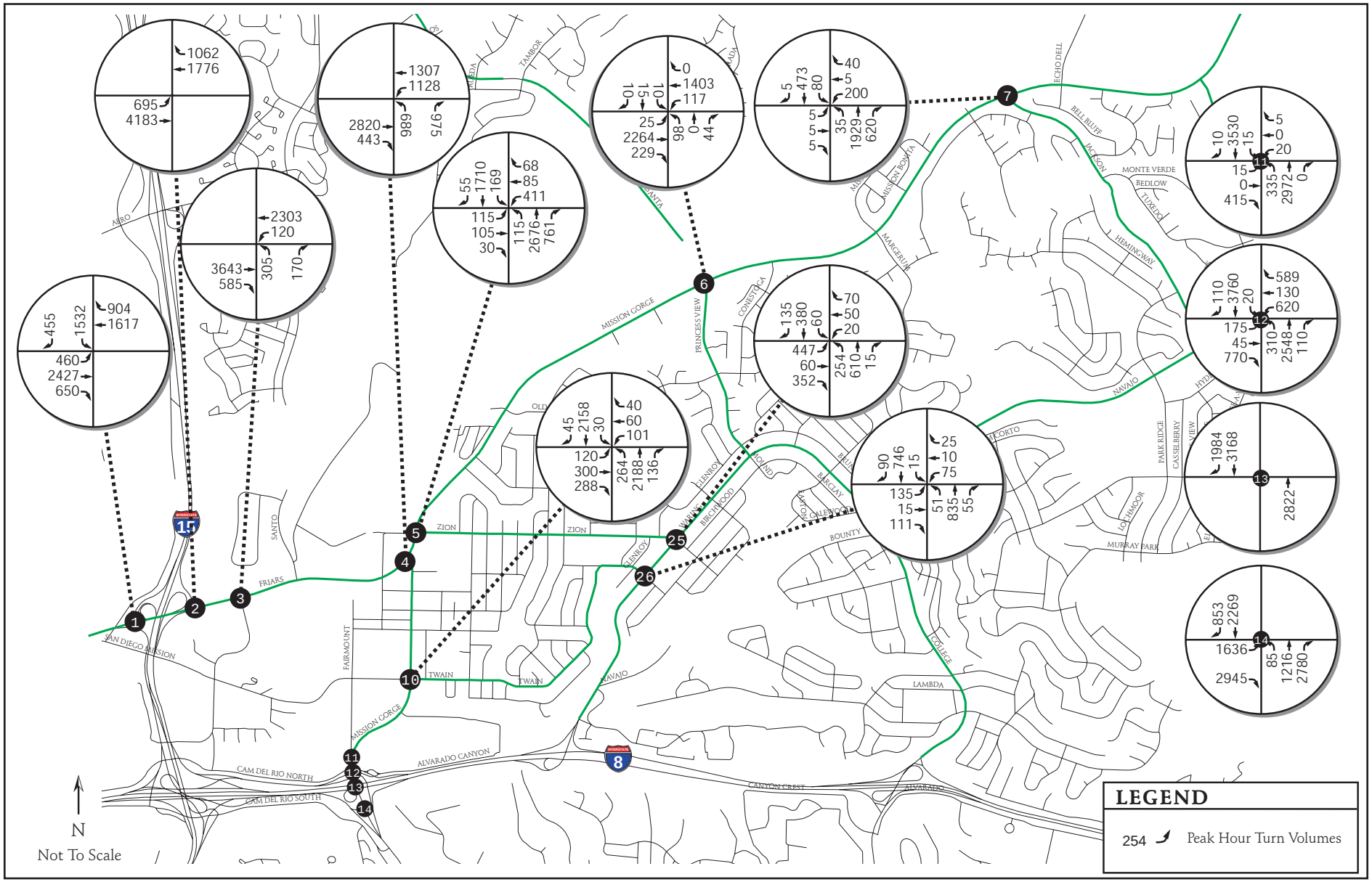
Grantville EIR

Horizon Year AM Peak Hour Turning Movements with General Plan Opportunities Alternative

FIGURE

8-3



SOURCE: Katz, Okitsu & Associates, 2004

12/7/04

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Horizon Year PM Peak Hour Turning Movements with General Plan Opportunities Alternative

FIGURE 8-4

This alternative would impact the same intersections as compared to the proposed project; however, an additional impact to the I-8 eastbound on- and off-ramps & Fairmount Avenue was identified. This alternative would impact this intersection in the PM peak hour, which would not occur under the proposed project.

8.3.1.3 Air Quality

Implementation of this alternative would result in generation of more mobile and stationary air pollutant emissions than the proposed project. This is based on the traffic generation estimates provided in Table 8-2, and is attributed to the increase in residential residential land uses. The trip generation estimates are considered conservative, and do not factor in the use of public transit systems. As with the proposed project, as commercial and industrial land uses redevelop, the beneficial air quality effects of redevelopment activities, including public infrastructure improvements and upgraded stationary air pollution control equipment will be implemented. Because residential mixed use would be located near the transit corridor, mass transit options, such as the San Diego Trolley could be utilized. Overall, the air quality impact would be greater than the proposed project.

8.3.1.4 Noise

Roadway noise levels would be greater than the proposed project because significantly more vehicles would be using the Project Area roadways due to the additional trips generated by residential land uses. Any new development within the Project Area will need to be constructed in compliance with the applicable building codes to ensure exterior and interior noise standards are met regardless of whether this alternative or the proposed project is implemented. Figure 8-5 depicts the roadway noise contours associated with implementation of this alternative.

8.3.1.5 Cultural Resources

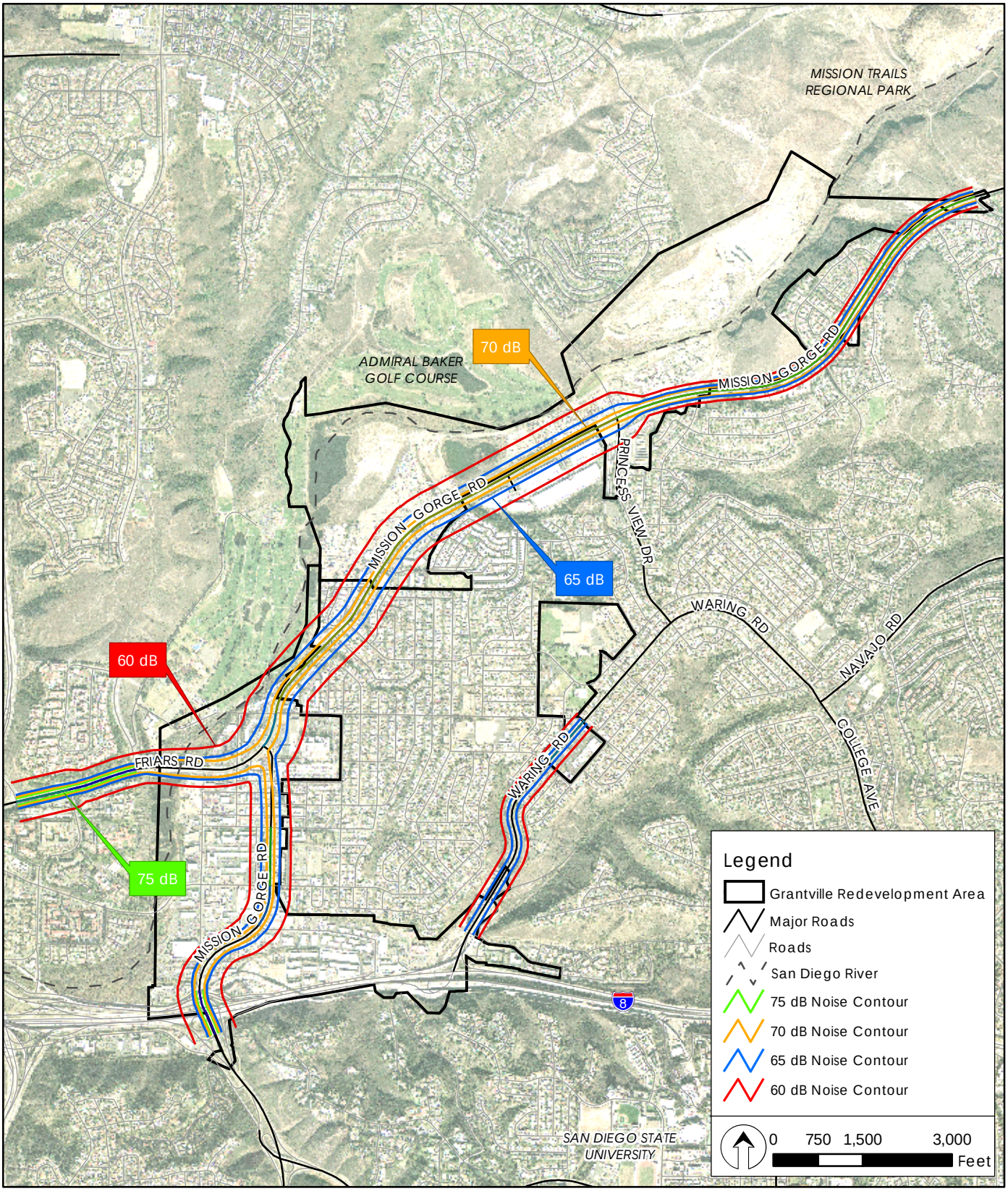
Implementation of this alternative would result in a similar impact to cultural resources as the proposed project. This alternative assumes future redevelopment activities would occur in the same area as the proposed project; therefore, there would be a similar potential to impact sensitive cultural resources.

8.3.1.6 Biological Resources

Implementation of this alternative would result in a similar impact to biological resources as the proposed project. Future redevelopment activities are assumed to occur within the same land area as the project; therefore, there would be a similar potential to impact sensitive biological resources within and adjacent to the Project Area.

8.3.1.7 Geology/Soils

Implementation of this alternative would result in a similar geology/soils impact as the proposed project. Future development within the Project Area will need to conform to the applicable building codes and standards at the time development occurs. Under this alternative as with the proposed project, the beneficial effects of redevelopment activities, such as facilitating new development in the Project Area and replacing older substandard structures would be achieved.



SOURCE: Landiscor (1/14/04), Wieland Associates, SanGIS and BRG Consulting, Inc., 2004

12/7/04

BRG CONSULTING, INC.

Grantville EIR

General Plan Opportunities Alternative Roadway Noise Contours

FIGURE

8-5

8.3.1.8 Hazards/Hazardous Materials

Implementation of this alternative would result in a similar hazards/hazardous materials impact as the proposed project. Future development within the Project Area will need to conform to the applicable building codes and standards at the time development occurs. Under this alternative, the beneficial effects of redevelopment activities, such as rehabilitating or remediating existing land uses that contain lead-based paints and/or structures with asbestos containing materials would occur.

8.3.1.9 Paleontological Resources

Implementation of this alternative would result in a similar impact to paleontological resources as the proposed project. This alternative would result in development of the same land area, and therefore, have a similar chance of impacting sensitive paleontological resources.

8.3.1.10 Aesthetics

Under this alternative, the visual character of the Project Area would be expected to improve as redevelopment activities occur. The beneficial effects of a redevelopment plan that address the aesthetics of the Project Area would be implemented under this alternative. These improvements include rehabilitating structures and improvements, providing incentives to property owners to participate in improving conditions in the Project Area, and adopting specific design guidelines for projects to ensure a consistent design theme that will guide future redevelopment activities. Landform alterations would be similar under this alternative as the Project Area is builtout and located on relatively flat terrain. Future development activities are not anticipated to significantly alter landform conditions. Overall, the aesthetics impact is expected to be similar to the proposed project.

8.3.1.11 Water Quality/Hydrology

Implementation of this alternative would likely result in a similar impact to water quality and hydrology. As with the proposed project, this alternative would redevelop properties that currently do not have structural controls to clean storm water runoff. This alternative would implement mixed uses near the San Diego River and Alvarado Canyon Creek instead of commercial and industrial uses that are identified in the community plan. Under either scenario, all new development would be required to comply with the Regional Water Quality Control Board requirements. As with the proposed project, this alternative would provide a catalyst to improve substandard properties and bring them into compliance with current Regional Water Quality Control Board beneficial uses, implement improvements to the San Diego River under the San Diego River Watershed management Plan and the San Diego River Park Master Plan, and provide an economic incentive to remediate existing hazardous materials sites and properties that contribute to degradation of water quality would not be achieved.

8.3.1.12 Population/Housing

No impact to population/housing has been identified for the proposed project because the redevelopment plan is consistent with the Navajo, Tierrasanta, and College Area Community Plans. Under this alternative, substantially more housing (approximately 3,010 dwelling units could be constructed) would occur, which would represent a substantial increase in population beyond the level currently

contemplated in the Navajo Community Plan for the Project Area. This alternative would result in a greater impact to population/housing than the proposed project.

8.3.1.13 Public Services

This alternative would result in a greater impact to public services and utilities than the proposed project as a result of the increase in housing and population that would occur in the Project Area. This increase would place a greater demand on public services, including police, fire, schools, and parkland. This alternative would generate approximately 976 additional students (as compared to 65 generated under the proposed project). Additionally, this alternative would place a demand on parkland that would not occur under the proposed project. Based on City General Plan recommended parks to population ratio (approximately 20 acres/1,000 people), this alternative would generate a demand for approximately 22 acres of population-based parkland.

8.3.1.14 Mineral Resources

Implementation of this alternative would result in continued operation of the sand and gravel-processing facility located within the Project Area until the resources are exhausted or marginal economic return ends production. The conditional use permit expires in 2033. This alternative would result in a similar mineral resources impact as the proposed project.

8.3.1.15 Conclusion – General Plan Opportunity Areas Map Concept

This alternative is environmentally similar to the proposed project. Redevelopment that occurs under this alternative would result in greater environmental impacts to transportation/circulation, air quality, noise, population/housing, and public services. Impacts would be similar related to land use, cultural resources, biological resources, geology/soils, hazards/hazardous materials, paleontological resources, aesthetics, water quality, and mineral resources. This alternative would meet most of the basic objectives of the proposed project.

8.4 Transit-Oriented Development Principals Alternative

8.4.1 Description of Alternative

This alternative considers the environmental impacts associated with redevelopment activities occurring over the 20 to 30 year redevelopment timeframe anticipating land uses that would be consistent with Transit Oriented Development principals. This alternative assumes that land use designations would allow multi-family residential uses within approximately 2,000 feet of the trolley station that is located in the southern portion of the Project Area. This area generally encompasses the existing commercial and industrial areas located east of Fairmount Avenue, south of Twain Avenue, north of I-8, and west of Waring Road. This area comprises approximately 100 acres of land. Under this alternative, it is assumed that existing non-residential uses would be replaced with residential uses and no additional non-residential development would occur within this area. A total of 2,900 multi-family residential dwelling units is assumed.

8.4.1.1 Land Use

No land use impact has been identified associated with the proposed project. However, the Project Area currently contains underutilized land and buildings, existing incompatible land uses, parcels of irregular form and shape, and insufficient parking and vehicle access. Under this alternative, the beneficial effects of redevelopment activities, such as creating more compatible land uses, and continuity of land use patterns and parcelization, would be achieved. Redevelopment would occur essentially in a similar fashion with the exception that more housing and less commercial and industrial development would occur. This alternative would also serve to meet regional goals of locating higher density residential uses in proximity to mass transit systems (i.e., the trolley station). Overall, the land use impact would be similar to the proposed project.

8.4.1.2 Transportation/Circulation

This alternative would generate approximately 4,000 average daily trips less than the proposed project. Additionally, residential uses would be located near the transit corridor and there would be viable mass transit options to area residents, including the San Diego Trolley. This would encourage alternative forms of transportation other than the automobile. The impact to transportation/circulation would be less than the project.

8.4.1.3 Air Quality

Implementation of this alternative would result in generation of less mobile and stationary air pollutant emissions because less traffic would be generated, and residential uses would be located near the transit corridor and mass transit options, such as the San Diego Trolley. The air quality impact would be less than the proposed project.

8.4.1.4 Noise

Roadway noise levels would be less than under the proposed project because fewer vehicles would be using the Project Area roadways. As with the proposed project, any new development within the Project Area will need to be constructed in compliance with the applicable building codes to ensure exterior and interior noise standards are met.

8.1.4.5 Cultural Resources

Implementation of this alternative would result in a similar impact to cultural resources as the proposed project. This alternative assumes the same development footprint as the proposed project, with a similar potential impact to currently undiscovered cultural resources.

8.1.4.6 Biological Resources

Implementation of this alternative would result in a similar impact to biological resources as the proposed project. This alternative assumes the same development footprint as the proposed project; therefore, future redevelopment activities will develop the same land area and have a similar of impacting sensitive biological resources.

8.1.4.7 Geology/Soils

Implementation of this alternative would result in a similar geology/soils impact as the proposed project. Future development within the Project Area, will need to conform to the applicable building codes and standards at the time development occurs. Under this alternative, the beneficial effects of redevelopment activities, such as facilitating new development in the Project Area and replacing older substandard structures would also be achieved.

8.4.1.8 Hazards/Hazardous Materials

Implementation of this alternative would result in a similar hazards/hazardous materials impact as the proposed project. Future development within the Project Area, regardless of whether the project is implemented will need to conform to the applicable building codes and standards at the time development occurs. Under this alternative, the beneficial effects of redevelopment activities, such as rehabilitating or remediating existing land uses that contain lead-based paints and/or structures with asbestos containing materials would occur.

8.4.1.9 Paleontological Resources

Implementation of this alternative would result in a similar impact to paleontological resources as the proposed project. This alternative assumes the same development footprint as the proposed project; therefore, future redevelopment activities will develop the same land area and will have a similar potential of impacting sensitive paleontological resources.

8.4.1.10 Aesthetics

Under this alternative, the visual appearance of the Project Area is anticipated to improve as redevelopment activities occur. The beneficial effects of a redevelopment plan that address the aesthetics of the Project Area would be implemented under this alternative. These improvements include rehabilitating structures and improvements, providing incentives to property owners to participate in improving conditions in the Project Area, and adopting specific design guidelines for projects to ensure a consistent design theme that will guide future redevelopment activities. Landform alterations would be similar under this alternative as the Project Area is located on level terrain, is built out, and future development activities will not significantly later landform conditions. The aesthetics impact is expected to be similar to the proposed project.

8.4.1.11 Water Quality/Hydrology

Implementation of this alternative would likely result in less of an impact to water quality and hydrology. As with the proposed project, this alternative would redevelop properties that currently do not have structural controls to clean storm water runoff but under this alternative, redevelopment intensity would be less and associated pollutant emissions in stormwater runoff would be less. This alternative would provide a catalyst to improve substandard properties and bring them into compliance with current Regional Water Quality Control Board beneficial uses, implement improvements to the San Diego River under the San Diego River Watershed management Plan and the San Diego River Park Master Plan, and provide an economic incentive to remediate existing hazardous materials sites and properties that contribute to degradation of water quality would not be achieved.

8.4.1.12 Population/Housing

No impact to population/housing has been identified for the proposed project because the redevelopment plan is consistent with the Navajo, Tierrasanta, and College Area Community Plans. Under this alternative, substantially more housing (approximately 2,900 dwelling units could be constructed) would occur, which would result in an increase in population beyond the level currently contemplated in the Navajo Community Plan for the Project Area. This alternative would result in a greater impact to population/housing than the proposed project.

8.4.1.13 Public Services

This alternative would result in a greater impact to public services and utilities than the proposed project as a result of the increase in housing and population that would occur in the Project Area. This increase would place a greater demand on public services, including police, fire, schools, and parkland. This alternative would generate approximately 928 additional students (as compared to 65 generated under the proposed project). Additionally, this alternative would place a demand on parkland that would not occur under the proposed project. Based on City General Plan recommended parks to population ratio (approximately 20 acres/1,000 people), this alternative would generate a demand for approximately 21.5 acres of population-based parkland.

8.4.1.14 Mineral Resources

Implementation of this alternative would result in continued operation of the sand and gravel-processing facility located within the Project Area until the resources are exhausted or marginal economic return ends production. The conditional use permit expires in 2033. Because the proposed project is consistent with the General Plan and transition of the sand and gravel-processing facility to a different use will eventually occur, this alternative would result in a similar mineral resources impact as the proposed project.

8.4.1.15 Conclusion – Transit Oriented Principals Alternative

This alternative is environmentally superior to the proposed project. Redevelopment that occurs under this alternative would result in less environmental impacts to transportation/circulation, air quality, noise, and water quality/hydrology; similar impacts to land use, cultural resources, biological resources, geology/soils, hazards/hazardous materials, paleontological resources, and mineral resources; and greater impacts to population/housing and public services. This alternative would meet most of the basic objectives of the proposed project.