The City of San Diego

Final Program Environmental Impact Report for the **Barrio Logan Community Plan Update**

Project No. 240982
SCH No. 2009091021
May 2, 2013

www.sandiego.gov

City of San Diego
Development Services
Advance Planning & Engineering Division
(619) 446-5460

PROGRAM ENVIRONMENTAL IMPACT REPORT

Project No. 240982
SCH No. 2009091021

SUBJECT: **BARRIO LOGAN COMMUNITY PLAN UPDATE.** The Barrio Logan Community Plan (proposed CPU) is a comprehensive update to the current adopted1978 Barrio Logan/Harbor 101 Community Plan. The proposed CPU provides goals and policies for future development within the portion of the proposed CPU area under the City's jurisdiction. The proposed CPU includes 10 elements based on those established in the City's General Plan, with goals and policies for each. The 10 elements are: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture. Each element includes an implementation component for carrying out the goals and policies of the plan. Within the proposed CPU Land Use Element, the project area is divided into five distinct neighborhoods to allow for individualized CPU goals and policies that reflect the unique built environment and desired land use pattern for each area. These areas include the Community Village Area, Historic Core Area, Transition Area, Boston and Main Street Corridor Area, and the Prime Industrial Area. The proposed CPU area is entirely within the Coastal Overlay Zone, and is therefore subject to the California Coastal Act, which is implemented by the Local Coastal Program (Community Plan and applicable zoning regulations). In addition to the community plan update, project components include:

1. **City of San Diego General Plan Amendment**. Adoption of the CPU constitutes an amendment to the Land Use Element of the General Plan.

2. **Rescission of the Barrio Logan Planned District Ordinance and rezoning to citywide zones contained in the Land Development Code (LDC) and creation of new citywide zones.** The following existing commercial, residential, and industrial LDC zones will be used to implement the CPU: Neighborhood Commercial (CN-1-3); Community Commercial (CC-2-1, CC-2-3, and CC-3-4); Residential Small Lot (RX-1-2); Residential Multiple Unit (RM-2-5); and Industrial Heavy (IH-1-1 and IH-2-1). The project also includes an amendment to the LDC to incorporate new zones and revise others. The following are the new commercial and residential zones: Neighborhood Commercial (CN-1-4); Community Commercial (CC-3-6, CC-4-6 and CC-5-6); Maritime Commercial

(CC-6-4); Commercial Office (CO-2-1 and CO-2-2), and Residential Townhouse (RT-1-5). Revisions are proposed to the following commercial and residential zones: Community Commercial (CC-5-4) and Residential Multiple Unit (RM-3-7 and RM-3-9).

3. **Other Land Development Code Amendments.** Removal of the CPU area from the Beach Impact Area of the Parking Impact Overlay Zone. This would reduce the parking requirement for multiple dwelling unit development by applying the citywide basic parking requirement. Additionally, an LDC amendment is proposed to categorically exclude a portion of the community from processing a Coastal Development Permit when a project complies with all regulations within the LDC and requires no other discretionary permits.

4. **Local Coastal Program Amendment (LCP).** Adoption of the CPU and zoning implementation program constitutes an amendment to the adopted LCP.

5. **Barrio Logan Community Plan Public Facilities Financing Plan (PFFP) Update.** The PFFP includes the community's boundary, a summary of the community's existing public facilities and future needs, a financing strategy, a development impact fee (DIF) determination, and impact fee schedule. The DIF incorporates community build-out assumptions and cost assumptions for the proposed community-serving facilities.

MAY 2013 UPDATE

Revisions and/or minor corrections to this document have been made when compared to the Draft Program Environmental Report (PEIR) dated January 8, 2013. These minor clarifications are found in Section 3.0, Project Description (clarifications to Sections 3.3.4 Economic Prosperity and 3.4.1 Sustainability), Sections 4.1 Land Use (4.1.1.2.h, and 4.1.1.2.j), 4.2 Traffic (Tables 4.2-14 and 4.2-15) and 4.10 Utilities (Section 4.10.3.1). In accordance with Section 15088.5 of the California Environmental Quality Act (CEQA), the addition of new information that clarifies, amplifies, or makes insignificant modifications does not require recirculation, as there are no new impacts and no new mitigation identified. Modifications within the environmental document do not affect the environmental analysis of or conclusions reached in the draft PEIR. All revisions are shown in a ~~strikethrough~~ and/or underline format.

CONCLUSIONS:

Based on the analysis conducted for the project described above, the City has prepared the following PEIR in accordance with the California Environmental Quality Act to inform public agency decision-makers and the public of the significant environmental effects that

could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project (State CEQA Guidelines Section 15121). As further described in the attached PEIR, the City has determined that the project would have a significant environmental effect in the following areas: **LAND USE (GENERAL PLAN CONSISTENCY-NOISE), CULTURAL/HISTORICAL RESOURCES (BUILT ENVIRONMENT / ARCHAEOLOGY), NOISE, AIR QUALITY, TRANSPORTATION/CIRCULATION/PARKING, HYDROLOGY/WATER QUALITY AND DRAINAGE (CUMULATIVE), GREENHOUSE GAS EMISSIONS, and PALEONTOLOGICAL RESOURCES.** Mitigation measures are proposed (Chapter 12) to reduce Project impacts, however, not to below a level of significance.

It is further demonstrated in the attached PEIR that the project would not result in a significant environmental effect in the following areas: **VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER, HUMAN HEALTH/PUBLIC SAFETY/HAZARDOUS MATERIALS, POPULATION AND HOUSING, PUBLIC UTILITIES, GEOLOGY AND SOILS, BIOLOGICAL RESOURCES.**

Future development proposals implementing the proposed Project would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of the PEIR. However, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known or assured for each specific project at the program level of analysis, therefore, impacts remain significant and unmitigable. The attached PEIR and Technical Appendices document the reasons to support the above Determination.

MITIGATION, MONITORING AND REPORTING PROGRAM:

A series of mitigation measures are identified within each issue area discussion in the PEIR to reduce environmental impacts. The mitigation measures are fully contained in Chapter 10 of the EIR.

RECOMMENDED ALTERNATIVES FOR REDUCING SIGNIFICANT UNMITIGATED IMPACTS

Based on the requirement that alternatives reduce significant impacts associated with the proposed project, the PEIR considers the following Project Alternatives which are further detailed in the Executive Summary and Chapter 9 of the PEIR:

1. No Project (Adopted Community Plan) Alternative
2. Reduced Project Alternative
3. No Coastal Categorical Exclusion Alternative

Under CEQA Guideline Section 15126.6(e)(2), if the No Project Alternative is the environmentally superior alternative, the EIR must also identify which of the other alternatives is environmentally superior. The EIR identifies the Reduced Project as the

environmentally superior alternative because it meets some of the Project objectives while resulting in some reduction to impacts, both direct and cumulative with respect to Transportation/Circulation/Parking, Air Quality (from construction and operational emissions), Noise, and Greenhouse Gas Emissions when compared to the Project.

PUBLIC REVIEW DISTRIBUTION:

Individuals, organizations, and agencies that received a copy or notice of the draft PEIR and were invited to comment on its accuracy and sufficiency is provided below. Copies of the PEIR, the Mitigation Monitoring and Reporting Program and any technical appendices may be reviewed in the office of the Advanced Planning & Engineering Division, or purchased for the cost of reproduction.

RESULTS OF PUBLIC REVIEW:

( ) No comments were received during the public input period.

( ) Comments were received but did not address the accuracy or completeness of the Draft Program Environmental Impact Report (PEIR). No response is necessary and the letters are attached at the end of the EIR.

( ) Comments addressing the accuracy or completeness of the Draft Program Environmental Impact Report (PEIR) were received during the public input period. The letters and responses are located immediately after the Table of Contents.

Cecilia Gallardo
Deputy Director
Development Services Department

January 4, 2013
Date of Draft Report

May 2, 2013
Date of Final Report

Analyst: Anna L. McPherson AICP

DISTRIBUTION OF DRAFT ENVIRONMENTAL IMPACT REPORT:

The following individuals, organizations and agencies received a copy or notice of the draft EIR and were invited to comment on its accuracy and sufficiency.

FEDERAL GOVERNMENT
Federal Aviation Administration
U.S. Department of Transportation
Headquarters, 11th Naval District
U.S. Department of Housing & Urban Development
Naval Facilities Engineering command Southwest
U.S. Army Corps of Engineers, Environmental Planning Unit
U.S. Environmental Protection Agency
U.S. Dept. of Commerce
U.S. Fish and Wildlife Service
U.S. Army Corps of Engineers, Regulatory Division
Federal Communications Commission
Bureau of Reclamation

STATE OF CALIFORNIA
Caltrans District 11
California Department of Fish and Game
CAL Recycle
Department of Health Services,
Department of Health Services, Office of Noise Control
California Environmental Protection Agency
Department of Housing & Urban Development
Department of Toxic Substance Control
Office of Historic Preservation
California Natural Resources Agency
California Regional Water Quality Control Board
Department of Water Resources
State Clearinghouse
California Coastal Commission, San Diego District
California Air Resources Board
Office of Attorney General
California Transportation Commission
California State Coastal Conservancy
State Water Resources Control Board
Native American Heritage Commission
Office of Planning and Research
California Highway Patrol
California Energy Commission
California Department of Conservation
California State Lands Commission

Public Utilities Commission

COUNTY OF SAN DIEGO
Air Pollution Control District
Education Department
San Diego County Tax Assessor
Department of Planning and Land Use
County Water Authority
Environmental Health Services
Department of Environmental Health
Department of Environmental Health, Land & Water Quality Division

CITY OF SAN DIEGO
Office of the Mayor
Council President Gloria, District 3
Councilmember Lightner, District 1
Councilmember Faulconer, District 2
Councilmember Young, District 4
Councilmember Kersey, District 5
Councilmember Zapf, District 6
Councilmember Sherman, District 7
Councilmember Alvarez, District 8
Councilmember Emerald, District 9
Office of the City Attorney
City Attorney Keely Halsey
Cecilia Gallardo, Development Services Department
Anna McPherson, EAS, Development Services Department
Ann Gonsalves, Transportation Development – Development Services Department
Don Weston, Engineering – Development Services Department
Kenneth Barnes, Fire and Life Safety Services,
Library Dept. - Gov. Documents
Central Library
Malcolm X Library & Performing Arts Center
Public Utilities Department
Logan Heights Branch Library
Parks & Recreation Board
Real Estate Assets Department
Water Review
Leonard Wilson, MWWD
Kelley Stanco, Historical Resources Board
San Diego Housing Commission
Jeff Harkness, Parks and Recreation
Community Forest Advisory Board
Wetland Advisory Board

General Services
Kerry Santoro, Engineering and Capitol Projects
Lisa Wood, Environmental Services

OTHER AGENCIES
City of National City
Civic San Diego
San Diego Association of Governments (SANDAG)
San Diego Unified Port District
San Diego County Regional Airport Authority
Local Agency Formation Commission
San Diego Transit Corporation
San Diego Chamber of Commerce
San Diego Gas & Electric Co.
Metropolitan Transit Systems
San Diego Unified School District
San Diego Community College District
San Diego City College

ENVIRONMENTAL ORGANIZATIONS
Sierra Club San Diego Chapter
Groundwork San Diego
San Diego Natural History Museum
San Diego Audubon Society
Mr. Jim Peugh, San Diego Audubon Society
Environmental Health Coalition, EHC
Wetland Advisory Board
San Diego Coast & Baykeeper
Citizens Coordinate for Century 3
EC Allison Research Center

HISTORICAL AND ARCHAEOLOGICAL ASSOCIATIONS
Carmen Lucas
South Coastal Information Center
San Diego Historical Society
San Diego Archaeological Center
San Diego Natural History Museum
Save Our Heritage Organization
Ron Christman
Louie Guassac
Clint Linton
San Diego County Archaeological Society Inc.
The Western Office of the National Trust for Historic Preservation

TRIBAL DISTRIBUTION
Frank Brown, Inter-Tribal Cultural Resources Council
Campo Band of Mission Indians

CIVIC/PLANNING GROUPS
American Institute of Architects
Barrio Station
Building Industry Association
Citizens Coordinate for Century 3
Chicano Federation
Chollas Restoration Enhancement and Conservancy
Community Planners Committee
Downtown San Diego Partnership
Greater Golden Hill Planning Committee
National City Chamber of Commerce
Southeastern San Diego Planning Committee
Chicano Park Steering Committee

OTHER INDIVIDUALS
Nicole Capretz
Elyse Lowe
Angie Mei
John Alvarado
Ruben Andrews
Kim Austin
Ron Beauloye
Antony Beebe
Remigia Bermudez
Billie Bernard
Sharon Bernie-Cloward
Brad Bittner
Tommie Camarillo
Mateo Camarillo
Myla Candelario
Matt Carr
Christina Casgar
Ana Castaneda
Norma Chavez
Patricia Cueva
Maria Curry
David Duea
Albert Duenas
Georgette Gomez

Jerry Gray
Linda Greenberg
Shaun Halvax
Catherine Herbst
James Justus
Jennette Shay
Torrey Lee
Robert Leif
Carlos Martell
Kevin McCook
Gloria Medina
Ron Miriello
Evelyn Mitchell
Maria Moya
Manuel Nieto
Mario Orso
Rachel Ortiz
Rudolph Pimentel
Ed Plant
Norene Riveroll
Lloyd Russell
Isabel and Chunky Sanchez
Glenna Schmidt
Ted Smith
Diane Takvorian
Chris Wahl
Mark Steele
Mary Trejo
Jim Gill
Lee Wilson
Mike Ditano
Alex Kohnen
Larry Williams
Allen Pentico
Cary Lowe
David Gatzke
Matt Adams
Jack Monger
San Diego Land Lawyers, Robin Madaffer
Coast Law Group, Livia Borak
Howard Blackson
Mario Torero
Josephine Talamantez

BARRIO LOGAN COMMUNITY PLAN UPDATE PROJECT
Response to Comments

The public review period for the *Public Review Draft Program Environmental Impact Report for the Barrio Logan Community Plan Update (Project No. 240982, SCH No. 2009091021)* was January 8, 2013 to March 11, 2013. Several requests to extend the public review were received, and the public review period was extended to March 22, 2013. During this period, 15 comment letters were received from agencies, organizations, and individuals. A copy of each comment letter is included in the Final EIR, along with corresponding responses.

Letters are arranged by commenter type, with agency comments first, organization comments second, and individual comments third. Within those groups, comment letters are arranged alphabetically. Each comment letter is assigned an alphabetic letter, and each comment is assigned a number.

As part of the Notice of Preparation process and public stakeholder meetings held in the community, the City of San Diego solicited alternatives for inclusion in the EIR. Based on this public input, the EIR fully addressed three alternatives. Thus, the City provided consideration of a reasonable range of alternatives, including those suggested by the public.

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BARRIO LOGAN COMMUNITY PLAN UPDATE PROJECT
Letters of Comment and Responses

Letters of comment to the Draft PEIR were received from the following agencies, organizations, and individuals. Several comment letters received during the Draft PEIR public review period contained accepted revisions that resulted in changes to the final EIR text. These changes to the text are indicated by strike-out (deleted) and underline (inserted) markings. The letters of comment and responses follow.

State and Federal Agencies

A State Clearinghouse RTC-1
B Navy RTC-3
C Public Utilities Commission RTC-4
D Native American Heritage Commission RTC-5
E Department of Toxic Substances Control RTC-12
F California Department of Transportation RTC-16
G San Diego Association of Governments RTC-18

Organizations

H San Diego County Archeological Society RTC-25
I Chicano Park Steering Committee RTC-26

Individuals

J San Diego Land Lawyers RTC-28
K Coast Law Group RTC-40
L Robert Lief RTC-60
M Howard Blackson RTC-63
N Mario Torero RTC-68
O Josephine Talamantez RTC-70

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STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

February 22, 2013

Anna McPherson
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Subject: Barrio Logan Community Plan Update
SCH#: 2009091021

Dear Anna McPherson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 21, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

A-1

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

A-1: Comment noted.

Document Details Report
State Clearinghouse Data Base

SCH# 2009091021
Project Title Barrio Logan Community Plan Update
Lead Agency San Diego, City of

Type EIR Draft EIR

Description The proposed CPU would provide a long-range, comprehensive policy framework for growth and development in Barrio Logan by designating new land uses, identifying the provision of additional public services and facilities in accordance with City standards, and maintaining the character that defines Barrio Logan over the next 20 to 30 years. Guided by the City of Villages growth strategy and citywide policy direction contained within the General Plan (adopted by the City Council on March 10, 2008), the updated Community Plan will identify a land use strategy to address and reduce land use conflicts in relation to collocation of incompatible uses.

Lead Agency Contact

Name Anna McPherson
Agency City of San Diego
Phone 619 446 5276 **Fax**
email
Address 1222 First Avenue, MS-501
City San Diego **State** CA **Zip** 92101

Project Location

County San Diego
City San Diego
Region
Lat / Long 32° 41' 22.1928" N / 117° 7' 42.1638" W
Cross Streets Bounded by:16th Street, mean-tide high line,I-5 & Harbor Dr.,Main Street
Parcel No. numerous
Township **Range** **Section** **Base**

Proximity to:

Highways I-5
Airports SDIA Lindberg,NAS Coronado
Railways Santa Fe, MTS SD Trolley
Waterways San Diego Bay
Schools Perkins Elementary
Land Use Varies - Barrio Logan Planned District Ordinance governs zoning within the Barrio Logan community/Barrio Logan Harbor/101 Community Plan and Barrio Logan Redevelopment Plan governs plan designation.

Project Issues Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 01/08/2013 **Start of Review** 01/08/2013 **End of Review** 02/21/2013

From: Gates, Lara
To: McPherson, Anna; Donna Steel
Subject: Naval Air Installation Compatibility Use Zone Program
Date: Friday, February 08, 2013 11:56:50 AM

FYI on below- thanks, Lara

-----Original Message-----
From: Shaffer, Carl B CIV NAVFAC SW, AREMNP [mailto:carl.shaffer@navy.mil]
Sent: Friday, February 08, 2013 11:44 AM
To: Gates, Lara
Cc: Galloway, Tait
Subject:

Lara, James Hirsch, Port of San Diego, Manager, Long Range Planning gave me your name. May I introduce myself, Bruce Shaffer the Community Plans Liaison for Naval Base Coronado. One of the programs I oversee is the Air Installation Compatibility Use Zone Program.

I notice in your draft Barrio Logan Community Plan Update EIR does not reference our most current AICUZ, page 4.1-37, j. Below is the link to Naval Air Station North Island AICUZ Study Update. We have given this Navy approved study to the San Diego County Regional Airport Authority, City of San Diego (Tait Galloway), City of Coronado, City of Imperial Beach, County of San Diego, etc.
http://www.cnic.navy.mil/Coronado/ B-1

Please call me and I will be glad to bring you a hard copy as well.

v/r

Carl "Bruce" Shaffer, AICP
Community Plans Liaison
Naval Base Coronado
951-212-0367

B-1: Comment noted. The PEIR has been revised to match suggested text provided in this comment letter.

STATE OF CALIFORNIA Edmund G. Brown Jr., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

January 15, 2013

Anna McPherson
City of San Diego
1222 First Avenue, MS-501
San Diego, CA 92101

Dear Ms. McPherson:

Re: SCH 2009091021 Barrio Logan Community Plan Update Project

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Draft Environment Impact Report (DEIR)* from the State Clearinghouse for the proposed City of San Diego (City) Barrio Logan Community Plan Update (BLCPU) Project. C-1

RCES recommends that the City add language to the BLCPU so that any future development adjacent to or near the shared railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW. C-2

If you have any questions, please contact Ken Chiang at 213-576-7076, or email at ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, PE
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

C-1: Comment noted.

C-2: Comment noted. Policy 3.2.7 has been added to include this language.

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

January 17, 2013

Ms. Anna McPherson, Project Planner
City of San Diego Development Services Department
1222 First Avenue, MS-501
San Diego, CA 92101

Re: SCH#2009091021 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"BARRIO LOGAN COMMUNITY PLAN UPDATE;"** located in the Barrio Logan Plan Area; City of San Diego; San Diego County, California

Dear Ms. McPherson:

The California Native American Heritage Commission (NAHC) is the State of California 'trustee agency' for the preservation and protection of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendment s effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC advises the Lead Agency to request a Sacred Lands File search of the NAHC if one has not been done for the 'area of potential effect' or APE previously.

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

D-1

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you

D-2

D-1: The proposed project is a community plan update, and is therefore addressed in the environmental document at a program level. As discussed in Section 4.5.4.1, "there are no known religious or sacred uses within the proposed CPU or within the immediate vicinity of the project site." For future discretionary projects where evidence indicates the presence of historical resources, Step 1 of the mitigation guidelines presented in Section 4.5.3.3 of the PEIR requires preparation of a historic evaluation, a background search, and a review of the Sacred Lands File maintained by the Native American Heritage Commission. Compliance with this mitigation will reduce potential future project-level impacts to resources subject to discretionary review to below a level of significance. Future projects subject to ministerial review would not be required to implement additional mitigation. Impacts for such projects remain significant and unmitigable, as discussed in Section 4.5.4.2 of the PEIR. This would only be true if the project site contained such resources.

D-2: On August 9, 2007, the City of San Diego complied with the SB-18 Noticing requirements by mailing the 90-day review notice for the opportunity to consult with the City of San Diego for the purpose of preserving or mitigating impacts to cultural places located on land within the City's jurisdiction that is affected by the proposed CPU. The notice indicated that the proposed CPU would go through a public review process. A staff recommendation would be developed once the project has been fully analyzed, including the results of any requested Native American consultation.

As part of the Barrio Logan Historical Resources Survey, the consultant Brian F. Smith contacted and met with Clint Linton, owner of Red Tail Monitoring and Research, as part of the Archaeology and Native American Consultation. On April 23, 2009, the City received a letter from Red Tail Monitoring & Research, Inc. signed by Mr. Linton indicating that he had reviewed the Historical Resources Survey and agreed with the recommendations.

As a result of the consultant recommendations and to ensure that impacts to cultural places are identified and mitigated properly, the Draft Barrio Logan Community Plan Historical Resources Element includes specific policies:

Policy 10.1.5: Conduct project-specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.

Policy 10.1.6: Allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community.

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net

January 17, 2013

Ms. Anna McPherson, Project Planner
City of San Diego Development Services Department
1222 First Avenue, MS-501
San Diego, CA 92101

Re: SCH#2009091021 CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the **"BARRIO LOGAN COMMUNITY PLAN UPDATE;"** located in the Barrio Logan Plan Area; City of San Diego; San Diego County, California

Dear Ms. McPherson:

The California Native American Heritage Commission (NAHC) is the State of California 'trustee agency' for the preservation and protection of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604).

This letter includes state and federal statutes relating to Native American historic properties or resources of religious and cultural significance to American Indian tribes law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendment s effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. The NAHC advises the Lead Agency to request a Sacred Lands File search of the NAHC if one has not been done for the 'area of potential effect' or APE previously.

The NAHC "Sacred Sites,' as defined by the Native American Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you

D-2

D-2: **Policy 10.1.7:** In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, it is recommended that the concerned parties shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treatment of sites containing human remains, funerary objects, sacred objects, or objects of cultural patrimony should proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters.

Policy 10.1.8: Recommend that if human remains are uncovered, no further disturbance of the site shall occur until the County Coroner has made the necessary finds as to origin and disposition of the remains.

make contact with the list of Native American Contacts on the attached list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Pursuant to CA Public Resources Code § 5097.95, the NAHC requests cooperation from other public agencies in order that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties, including archaeological studies. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and California Public Resources Code Section 21083.2 (Archaeological Resources) that requires documentation, data recovery of cultural resources, construction to avoid sites and the possible use of covenant easements to protect sites. D-2 (cont.)

Furthermore, the NAHC if the proposed project is under the jurisdiction of the statutes and regulations of the National Environmental Policy Act (e.g. NEPA; 42 U.S.C. 4321-43351). Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.' D-3 D-4

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of he NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity. D-5

Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for inadvertent discovery of human remains mandate the processes to be followed in the event of a discovery of human remains in a project location other than a 'dedicated cemetery'. D-6

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. D-7

Finally, when Native American cultural sites and/or Native American burial sites are prevalent within the project site, the NAHC recommends 'avoidance' of the site as referenced by CEQA Guidelines Section 15370(a). D-8

2

D-3: Comment noted. See Response to D-2.

D-4: Comment noted. See Response to D-2.

D-5: Comment noted. Section 4.5, Cultural/Historical Resources, discusses this issue in detail. The appropriate regulations regarding cultural/historical resources will be followed as outlined in Step 4 of Section 4.5.3.3(b) of the PEIR.

D-6: Comment noted. Section 4.5, Cultural/Historical Resources, discusses this issue in detail. However, while it is not expected that human remains would be disturbed, there remains the potential for human remains to be present, as discussed in Section 4.5.4.2 of the PEIR. Therefore, grading for future development has the potential to result in significant impacts to unknown human remains. In the unlikely event of the discovery of human remains during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98), State Health and Safety Code (Section 7050.5) shall be followed, as outlined in Section 4.5.3.3(b) of the PEIR.

D-7: Comment noted. Section 4.5, Cultural/Historical Resources, discusses this issue in detail. Section 4.5.1.2 discusses the regulatory environment and requirements for Native American involvement in the development review process pursuant to Senate Bill 18. Native American consultation was completed for this project in conformance with regulations. The appropriate regulations will be followed as outlined in Section 4.5 of the PEIR.

D-8: Comment noted. Section 4.5, Cultural/Historical Resources, discusses this issue in detail. The proposed CPU Historic Preservation Element Policy 10.1.7 specifically states:

> "In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, it is recommended that the concerned parties shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony should proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters."

Mitigation guidelines identified in Section 4.5.3.3 call for avoidance of significant impacts through project design or redesign to preserve significant resources. The appropriate regulations will be followed to the extent feasible, as outlined in Section 4.5 of the PEIR.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

Native American Contacts
San Diego County
January 17, 2013

Barona Group of the Capitan Grande
Edwin Romero, Chairperson
1095 Barona Road Diegueno
Lakeside , CA 92040
sue@barona-nsn.gov
(619) 443-6612
619-443-0681

Sycuan Band of the Kumeyaay Nation
Daniel Tucker, Chairperson
5459 Sycuan Road Diegueno/Kumeyaay
El Cajon , CA 92019
ssilva@sycuan-nsn.gov
619 445-2613
619 445-1927 Fax

La Posta Band of Mission Indians
Gwendolyn Parada, Chairperson
PO Box 1120 Diegueno/Kumeyaay
Boulevard , CA 91905
gparada@lapostacasino.
(619) 478-2113
619-478-2125

Viejas Band of Kumeyaay Indians
Anthony R. Pico, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
jrothauff@viejas-nsn.gov
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(619) 445-5337 Fax

San Pasqual Band of Mission Indians
Allen E. Lawson, Chairperson
PO Box 365 Diegueno
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(760) 749-3876 Fax

Kumeyaay Cultural Historic Committee
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Alpine , CA 92001
(619) 445-0385

Iipay Nation of Santa Ysabel
Virgil Perez, Spokesman
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(760) 765-0845
(760) 765-0320 Fax

Campo Band of Mission Indians
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chairgoff@aol.com
(619) 478-9046
(619) 478-5818 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009091021; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Barrio Logan Community Plan Update; located in the Barrio Logan Plan Area; City of San Diego; San Diego County, California.

Native American Contacts
San Diego County
January 17, 2013

Jamul Indian Village
Raymond Hunter, Chairperson
P.O. Box 612 Diegueno/Kumeyaay
Jamul , CA 91935
jamulrez@sctdv.net
(619) 669-4785
(619) 669-48178 - Fax

Kumeyaay Cultural Repatriation Committee
Steve Banegas, Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside , CA 92040
sbenegas50@gmail.com
(619) 742-5587
(619) 443-0681 FAX

Mesa Grande Band of Mission Indians
Mark Romero, Chairperson
P.O Box 270 Diegueno
Santa Ysabel, CA 92070
mesagrandeband@msn.com
(760) 782-3818
(760) 782-9092 Fax

Ewiiaapaayp Tribal Office
Will Micklin, Executive Director
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Kwaaymii Laguna Band of Mission Indians
Carmen Lucas
P.O. Box 775 Diegueno -
Pine Valley , CA 91962
(619) 709-4207

Ipay Nation of Santa Ysabel
Clint Linton, Director of Cultural Resources
P.O. Box 507 Diegueno/Kumeyaay
Santa Ysabel, CA 92070
cjlinton73@aol.com
(760) 803-5694
cjlinton73@aol.com

Inaja Band of Mission Indians
Rebecca Osuna, Chairman
2005 S. Escondido Blvd. Diegueno
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(760) 737-7628
(760) 747-8568 Fax

Manzanita Band of the Kumeyaay Nation
Leroy J. Elliott, Chairperson
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ljbirdsinger@aol.com
(619) 766-4930
(619) 766-4957 - FAX

This list is current only as of the date of this document.

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This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009091021; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Barrio Logan Community Plan Update; located in the Barrio Logan Plan Area; City of San Diego; San Diego County, California.

Native American Contacts
San Diego County
January 17, 2013

Kumeyaay Diegueno Land Conservancy
Mr. Kim Bactad, Executive Director
2 Kwaaypaay Court Diegueno/Kumeyaay
El Cajon , CA 91919
guassacl@onebox.com
(619) 445-0238 - FAX
(619) 659-1008 - Office
kimbactad@gmail.com

Inter-Tribal Cultural Resource Protection Council
Frank Brown, Coordinator
240 Brown Road Diegueno/Kumeyaay
Alpine , CA 91901
frankbrown6928@gmail.com
(619) 884-6437

Kumeyaay Cultural Repatriation Committee
Bernice Paipa, Vice Spokesperson
1095 Barona Road Diegueno/Kumeyaay
Lakeside , CA 92040
(619) 478-2113
(KCRC is a Colation of 12
Kumeyaay Governments

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2009091021; CEQA Notice of Completion; draft Environmental Impact Report (DEIR) for the Barrio Logan Community Plan Update; located in the Barrio Logan Plan Area; City of San Diego; San Diego County, California.

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

February 21, 2013

Ms. Anna McPherson
Lead Agency - City of San Diego
Development Services Department
1222 First Avenue, MS-501
San Diego, California 92101

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR BARRIO LOGAN COMMUNITY PLAN UPDATE PROJECT, (SCH#2009091021), SAN DIEGO COUNTY

Dear Ms. McPherson:

The Department of Toxic Substances Control (DTSC) has received your submitted Draft Environmental Impact Report (EIR) for the above-mentioned project. The following project description is stated in your document: "The proposed Barrio Logan Community Plan (proposed CPU) would provide a long-range, comprehensive policy framework for growth and development in Barrio Logan by designating new land uses, identifying the provision of additional public services and facilities in accordance with City standards, and maintaining the character that defines Barrio Logan over the next 20 to 30 years. Guided by the City of Villages growth strategy and citywide policy direction contained within the General Plan (adopted by the City Council on March 10, 2008), the updated Community Plan will identify a land use strategy to address and reduce land use conflicts in relation to collocation of incompatible uses. The proposed CPU is within San Diego County, in the southwestern portion in the city of San Diego (City). Barrio Logan includes the area from Commercial Street and 16th Street on the north to the border with National City to the south, and lies generally west of Interstate 5 (I-5) as it traverses the southern portion of San Diego and east of San Diego Bay. The eastern edge of the planning area is I-5 and the community of Logan Heights. The western boundary is San Diego Bay. To the north is the downtown core and area of the Centre City Community Plan area identified as the East Village, and to the south is National City. Major transportation corridors traverse the area, connecting downtown San Diego to cities south of San Diego."

Based on the review of the submitted document DTSC has the following comments:

1) The EIR should evaluate whether conditions within the Project area may pose a threat to human health or the environment. Following are the databases of some of } E-1

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E-1: The discussion included in Section 4.7 of the PEIR is dedicated solely to analyzing this issue. As discussed in Section 4.7 and Appendix E of the PEIR, the proposed CPU area contains numerous listed sites (closed and open). Prior to any new development or redevelopment, future project applicants will be required to obtain clearance from the County of San Diego DEH to demonstrate that no hazardous material impact would occur as a result. No additional revisions to the PEIR are necessary.

the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
- EnviroStor (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

E-1 (cont.)

2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site within the proposed Project area that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.

E-2

3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in

E-3

E-2: See Response to E-1. A mechanism is in place as discussed above and identified in the PEIR. The analysis in Section 4.7 of the PEIR states: "For sites with recorded hazardous material concerns, project applicants must obtain confirmation from the DEH that the site has been remediated to the extent required for the proposed use." No additional revisions to the PEIR are necessary.

E-3: See response for comment E-1 and E-2.

which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR. E-3 (cont.)

4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. E-4

5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination. E-5

6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. E-6

7) If the project site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project. E-7

8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. E-8

9) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional E-9

E-4: See responses for comments E-1 and E-2.

E-5: See responses for comments E-1 and E-2.

E-6: See responses for comments E-1 and E-2.

E-7: See responses for comments E-1 and E-2.

E-8: See responses for comments E-1 and E-2.

E-9: See responses for comments E-1 and E-2.

information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489. } E-9 (cont.)

10) Also, in future CEQA document, please provide your e-mail address, so DTSC can send you the comments both electronically and by mail. } E-10

If you have any questions regarding this letter, please contact me via e-mail Suryavanshi, Nirupma@dtsc.ca.gov, or phone (714) 484-5375.

Sincerely,

Dr. Nirupma Suryavanshi
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov.

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
Attn: Nancy Ritter
nritter@dtsc.ca.gov

CEQA # 3702

E-10: See responses for comments E-1 and E-2.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 11
4050 TAYLOR STREET, MS 240
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March 11, 2013

11-SD-5
DEIR
Barrio Logan CPU

Ms. Lara Gates
Barrio Logan Community Plan Update Project Manager
Southeastern San Diego Supervising Project Manager
City of San Diego
1222 First Avenue, 4th Floor
San Diego, CA 92101

Dear Ms. Gates:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Barrio Logan Community Plan Update, dated January 2013. The Barrio Logan Community is located within the central region of the City. Barrio Logan is bounded by Commercial Street to the north, Interstate 5 (I-5) to the east, National City to the south, and San Diego Bay to the west. The State highways serving Barrio Logan are I-5, State Route 75 (SR-75), and State Route 15 (SR-15).

The Draft Barrio Logan Community Plan Update includes a three-acre "Future Boston Avenue Linear Park" on current Caltrans right-of-way (R/W). From page RE-6 of the Draft Community Plan Update: Policy 7.1.4: Acquire and develop new park lands through street/alley R/W vacations, where appropriate and legally defensible, to provide pocket or linear parks (such as the Caltrans and City R/W along Boston Avenue), focusing on land that provides connectivity to schools, residences, parks and other recreational areas within the community.

The DEIR acknowledges that "the proposed Boston Linear Park, located along I-5 and 29th Street and Perkins Elementary School Joint Use facility, would be exposed to noise levels of more than 75 CNEL. Neighborhood parks are a noise sensitive land use and are generally deemed incompatible with an outdoor noise exposure level over 65 CNEL. Therefore, the proposed CPU would result in a land use incompatibility associated with noise levels at existing and proposed parks under both Scenario 1 and Scenario 2." (DEIR page 4.4-29)

Further coordination is needed between Caltrans and the City of San Diego to determine if the R/W for the "Future Boston Avenue Linear Park" can be declared excess and sold to a third party, and if not, to pursue an airspace lease. Caltrans policy allows for transportation compatible uses within the airspace defined as "any property within right of way limits of an existing highway… that is capable of other development without undue interference with the operation and foreseeable future expansion of the transportation corridor" and includes "area in cut or fill slopes" (Caltrans Right-of-Way Manual, Section 15.01.01.01). Furthermore, Marler-Johnson Park Agreements (Section 15.04.01.05) allows a local agency to request use of Caltrans

F-1

F-1: Comment noted. The City will continue to coordinate with Caltrans with regard to any proposed acquisition or changes within Caltrans rights-of-way, including acquisition of property for the Boston Avenue Linear Park. The comment does not propose any changes to the PEIR.

airspace for park or recreational purposes; Marler-Johnson agreements may be offered for a period of ten years with five year extensions. F-1 (cont.)

Caltrans also reviewed the Traffic Impact Study for the Barrio Logan Community Plan Update DEIR and we have no comments.

Caltrans appreciates the continued coordination with City staff and community representatives on this community plan update. If you have any questions, please contact Anthony Aguirre, of the Development Review Branch, at (619) 688-3161.

Sincerely,

JACOB ARMSTRONG, Chief
Development Review Branch

"Caltrans improves mobility across California"

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

March 13, 2013 File Number 3330300

Ms. Anna L. McPherson
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101

Dear Ms. McPherson:

SUBJECT: Comments on the Draft Program Environmental Impact Report for the Barrio Logan Community Plan Update

Thank you for the opportunity to comment on the Barrio Logan Community Plan Update Draft Program Environmental Impact Report (DPEIR).

Our comments are based on policies included in the Regional Comprehensive Plan (RCP) and the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (2050 RTP/SCS) and are submitted from a regional perspective, emphasizing the need for land use and transportation coordination and implementation of smart growth and sustainable development principles. The goal of these regional plans is to focus housing and job growth in urbanized areas where there is existing and planned transportation infrastructure to create a more sustainable region.

The 2050 RTP/SCS sets forth a multimodal approach to meeting the region's transportation needs. Therefore, it is recommended that the traffic analysis consider the needs of motorists, transit riders, pedestrians, and bicyclists, and the implementation of a robust Transportation Demand Management (TDM) Program.

SANDAG recommends that the following comments be addressed and analyzed in the Barrio Logan Community Plan Update DPEIR.

G-1

Transportation Demand Management

- We appreciate the very comprehensive TDM policies on which iCommute looks forward to partnering including customized education and trip planning for employers, developers, and incentives for commuters for alternative modes such as carpool, vanpool, transit, walk, bike, or a combination of these modes.

G-2a

MEMBER AGENCIES
Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS
Imperial County
California Department of Transportation
Metropolitan Transit System
North County Transit District
United States Department of Defense
San Diego Unified Port District
San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

G-1: Comment noted.

G-2a: Comment noted.

- A community-level TDM plan should be created to encourage current and teach future residents to utilize carpools, transit, walking, and biking for many trips. Outreach to those individuals working in the community who travel from all over the region and beyond should also be targeted. iCommute can assist with customized TDM plan development in addition to employer outreach in order to educate maritime-related industries on how they can reduce the negative transportation/air quality effects they are having on the surrounding community. G-2b
- Efforts to significantly reduce Single Occupant Vehicle (SOV) commute trips to/from the Naval Base San Diego are needed. In the event transit cannot accommodate employee needs, efforts to increase the number of vanpool program participants should be made. G-2c
- iCommute can assist with performance monitoring if military/maritime employers set targets to reduce SOV and provide information/guidance on taking advantage of the national transit subsidy in addition to informing employees about the regional Guaranteed Ride Home program that is available to all eligible commuters. G-2d
- The SchoolPool program, offered by iCommute, is available to assist residents with commute trips to schools both in and around the community. Carpools, walking and biking groups assist in reducing traffic congestion on local roads during peak travel times. Given that only one school is located directly within the proposed Community Plan Update boundaries, the program may benefit residents not easily served by transit. G-2e

Parking

- Mobility Element Parking policies are essential in the creation of a thriving community that can be accessed by modes of travel that do not require a dedicated parking space. Shared parking can also be explored within the community given many commercial and industrial uses which may only have daytime parking needs. Preferred parking for carpools may also be evaluated in addition to the expansion of the current Car2Go service area in order to establish dedicated parking spots for these carshare vehicles. G-3a
- Please provide specific examples of how shared parking can be implemented in the community (given the varied number of land uses) in addition to the positive effect it can have on current parking conditions. G-3b
- Efforts to reduce parking demand on the part of maritime employees should be made. Preferential parking for carpool/vanpools can be provided at all maritime employer sites so as to incentivize alternate travel. Shower facilities also help to incentivize cycling to work.
- iCommute supports innovative parking policies which serve to reduce demand and directly encourage the use of alternate travel modes while also allowing for more efficient use of land thereby upholding the smart growth principles advocated for in the 2050 RTP. Other parking policies include - parking cash-out programs and remote parking coupled with shuttles. Off-site parking is often utilized by construction sites, large employers, and universities to reduce congestion and streamlining the parking process.
- iCommute supports the idea of a parking management plan that may also lead to more innovative methods to manage parking which is also customized for this community that exhibits such a unique mix of land uses. Please consider extending the boundaries of the existing residential parking permit area to better protect residential streets which may not be able to accommodate current residents.
- Is parking pricing an option for those areas outside of residential permit parking zones and employer owned lots? G-3c

2

G-2b: Comment noted. The City does not prepare standalone TDM plans for community plan updates. However, Section 3.4 of the proposed CPU identifies Transportation Demand Management Policies 3.4.1 through 3.4.5 to encourage car sharing, employer funded offsets for the cost of transit passes for employees, flexible work and school schedules to shift peak hour trips to off-peak periods, fully funded transit passes for residents and employees of larger residential, commercial, office, and industrial development projects, and employer coordination with SANDAG to provide commuter transportation programs. Additionally, since the Barrio Logan Community Plan will be implemented over a 20-30 year horizon, TDM plans shall be developed on a project-by-project basis, as appropriate, consistent with Mobility Element Policies.

G-2c: Comment noted. The comment does not address the adequacy of the PEIR. However, the PEIR considers future traffic conditions, and includes projections for future traffic generated by Naval Base San Diego as well as uses within the Port District. The City is coordinating with Caltrans, the Navy, and the Port District to address improvements to accommodate pass-through traffic associated with uses outside the City's jurisdiction. The City has no jurisdiction over Naval Base San Diego or Port District lands.

G-2d: See responses for comments G-2b and 2c above.

G-2e: Comment noted. See response for comment G-2b.

G-3a: Comment noted. This comment is referring to the proposed CPU and not the adequacy of the PEIR. However, as discussed in the proposed CPU, TDM policies 3.4.1 through 3.4.5 (refer to Response G-2b above), combined with proposed CPU Parking Policies 3.6.1 through 3.6.6, would support multimodal transportation. These and additional policies encourage car sharing, provide on-street parking management strategies in the Community Village, Historic Core, and Transition Zone to more efficiently use available parking spaces, limit the duration of parking to encourage an increase in turnover, and implement a parking in-lieu fee for new development to implement parking demand reduction strategies.

G-3b: Comment noted. This comment does not address the adequacy of the PEIR. See also Responses G-2b and G3-a above. Section 4.2.5 of the PEIR provides additional discussion addressing the issue of shared parking.

G-3c: Comment noted. This comment is referring to the proposed CPU, and not the adequacy of the PEIR. It should be noted that the City, Caltrans, Port District and Naval Base San Diego have been involved in ongoing efforts to address parking issues in and near the proposed CPU area. However, the City cannot set policy for maritime uses within the Port District's or Navy's jurisdictions.

- A community-level TDM plan should be created to encourage current and teach future residents to utilize carpools, transit, walking, and biking for many trips. Outreach to those individuals working in the community who travel from all over the region and beyond should also be targeted. iCommute can assist with customized TDM plan development in addition to employer outreach in order to educate maritime-related industries on how they can reduce the negative transportation/air quality effects they are having on the surrounding community.
- Efforts to significantly reduce Single Occupant Vehicle (SOV) commute trips to/from the Naval Base San Diego are needed. In the event transit cannot accommodate employee needs, efforts to increase the number of vanpool program participants should be made.
- iCommute can assist with performance monitoring if military/maritime employers set targets to reduce SOV and provide information/guidance on taking advantage of the national transit subsidy in addition to informing employees about the regional Guaranteed Ride Home program that is available to all eligible commuters.
- The SchoolPool program, offered by iCommute, is available to assist residents with commute trips to schools both in and around the community. Carpools, walking and biking groups assist in reducing traffic congestion on local roads during peak travel times. Given that only one school is located directly within the proposed Community Plan Update boundaries, the program may benefit residents not easily served by transit.

G-3c (cont.)

Parking

- Mobility Element Parking policies are essential in the creation of a thriving community that can be accessed by modes of travel that do not require a dedicated parking space. Shared parking can also be explored within the community given many commercial and industrial uses which may only have daytime parking needs. Preferred parking for carpools may also be evaluated in addition to the expansion of the current Car2Go service area in order to establish dedicated parking spots for these carshare vehicles.
- Please provide specific examples of how shared parking can be implemented in the community (given the varied number of land uses) in addition to the positive effect it can have on current parking conditions.
- Efforts to reduce parking demand on the part of maritime employees should be made. Preferential parking for carpool/vanpools can be provided at all maritime employer sites so as to incentivize alternate travel. Shower facilities also help to incentivize cycling to work.
- iCommute supports innovative parking policies which serve to reduce demand and directly encourage the use of alternate travel modes while also allowing for more efficient use of land thereby upholding the smart growth principles advocated for in the 2050 RTP. Other parking policies include - parking cash-out programs and remote parking coupled with shuttles. Off-site parking is often utilized by construction sites, large employers, and universities to reduce congestion and streamlining the parking process.

G-3d

- iCommute supports the idea of a parking management plan that may also lead to more innovative methods to manage parking which is also customized for this community that exhibits such a unique mix of land uses. Please consider extending the boundaries of the existing residential parking permit area to better protect residential streets which may not be able to accommodate current residents.

G-3e

- Is parking pricing an option for those areas outside of residential permit parking zones and employer owned lots?

G-3f

G-3d: Comment noted. This comment is referring to the proposed CPU, and does not address the adequacy of the PEIR. The proposed CPU Mobility Element presents TDM and Parking Policies which are discussed in Sections 4.2.4 and 4.2.5 of the PEIR. These policies encourage use of alternative transportation modes, shared parking arrangements, and other measures. Furthermore, as discussed in the PEIR, the proposed CPU land use plan establishes Land Use and Mobility Elements that provide for work/live opportunities, bikeway improvements, and increase the amount of residential and employment uses within walking distance of transit. Combined, these plan elements and policies provide an innovative approach to address existing parking issues in the community that are consistent with the City's General Plan. See also responses G-2b and G-3a above.

G-3e: Comment noted. This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. Proposed CPU Policy 3.6.5 calls for implementation of on-street parking management strategies in the Community Village, Historic Core, and Transition Zone.

G-3f: Comment noted. This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. Parking pricing is an option for areas outside of residential permit parking zones and employer-owned lots. It is a parking management strategy described in the General Plan Mobility Element, and included in that document in Table ME-3, Parking Strategies Toolbox.

Transit Improvements

- The City of San Diego should work with the Metropolitan Transit System (MTS) to improve all stops within the community particularly those near the proposed community village, Perkins School, parks, and large employers. G-4a
- Given the Trolley station's location near the community village and Harbor Drive (a planned complete street) efforts should also be made to improve amenities in and around the station platform. Its location near the community gateway will warrant such improvements. G-4b
- It is also necessary to look at how transit dependent the current community population is in order to help determine whether the citywide basic parking requirement is suitable. G-4c

Active Transportation

- Regarding secure bicycle parking, two bike lockers are currently located at the Harborside station but no lockers are available at the Barrio Logan Station. iCommute can assist with the establishment of secure bicycle parking, particularly near transit and/or the community village area. Secure bike parking is essential in the decision an individual makes in choosing biking as a viable travel mode. G-5a
- Please address the current lighting on the sidewalks near freeway overpasses/underpasses. Efforts should be made to improve the design of all streets which cross over/under freeways to encourage greater pedestrian and bicycle use. G-5b
- Intersections not inclusive of freeway on-ramps that are projected to have Level of Service F should be the first intersections to undergo complete streets improvements. The City of San Diego along with local community stakeholder groups are encouraged to apply any parking in-lieu fees to this effort and/or apply for Active Transportation Grant Program funding. G-5c
- Creation of jobs in and near the community that are also closely compatible with the skills of community residents will help to reduce mobility difficulties for those currently needing to travel longer distances for work. Jobs located in close proximity to employees will help to facilitate a more walkable and bike-friendly community. G-5d
- Please include bicycling along with walking in the Smart Location and Linkage section on page 143.

Smart Growth

- An increase in residential units doesn't need to always account for a proportionate increase in traffic and parking demand. Barrio Logan is currently classified as partially and Urban Center and Town Center per the SANDAG Smart Growth Concept Map. Efforts to maximize the smart growth potential should be made. Improved connections between residential/commercial units in the planned Community Village area and transit/active transportation modes should be prioritized so as to reduce parking demand before the community reaches full build-out.

Open Space

- The Open Space land use designation could also consider the development of pocket parks in between buildings or in lieu of parking lots given the lack of undeveloped parcels within the community.
- Communities of concern are also identified by lack of healthy food within a given food shed. Opportunities for community gardens in addition to parkland will not only assist with emissions reduction but also encourage a healthier and more active lifestyle while contributing to an improved sense of place.

3

G-4a: Comment noted. This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. However, the proposed CPU Policy 3.2.5 states: "Work with MTS to incorporate measures to improve personal safety such as lighting, emergency call boxes, and similar upgrades at each of the trolley stations." See also response to comment G-4b below.

G-4b: Comment noted. This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. However, Policy 3.2.2 in the proposed CPU states: "Provide enhanced amenities and reflect the importance of the stations along Harbor Drive at Cesar E. Chavez Parkway and 28th Street through unique shelter designs, artwork and real-time transit information."

G-4c: Comment noted. This comment does not address the adequacy of the PEIR. Applicability of the type of parking required is based upon the level of transit service, not transit dependency.

G-5a: Comment noted. This comment does not address the adequacy of the PEIR. However, the proposed CPU includes Policy 3.5.2, which states: "Provide secure, accessible and adequate bicycle parking, particularly at Barrio Trolley Station located at Cesar E. Chavez Parkway, 28th Street and 32nd Street trolley stations, within shopping areas including the Mercado Commercial District, and at concentrations of employment throughout the community."

G-5b: Comment noted. This comment does not address the adequacy of the PEIR. However the Public Facilities, Services and Safety chapter (Chapter 6) of the proposed CPU includes Public Facilities, Services, and Safety Policies 6.1.10 and 6.1.11 which support the formation of a Community Benefit Assessment District with a goal of improving pedestrian-oriented lighting within the Public right-of-way. Proposed CPU Mobility Element Policy 3.1.10 specifically states "Retrofit freeway underpasses with architectural lighting to foster pedestrian connections beneath. Prioritize projects for the Cesar E. Chavez Parkway underpass as well as the Wabash Street underpass."

G-5c: Comment noted. This comment does not address the adequacy of the PEIR. A Public Facilities Financing Program is proposed for adoption with the proposed CPU and certification of the PEIR. Future decisions as to prioritization of improvements will be made based on community input, need, and available funding.

G-5d: Comment noted. The comment does not address the adequacy of the PEIR. The proposed CPU is intended to facilitate development of uses that contribute to a more walkable and bike-friendly community by allowing employment near residential while at the same time separating incompatible uses.

Transit Improvements

- The City of San Diego should work with the Metropolitan Transit System (MTS) to improve all stops within the community particularly those near the proposed community village, Perkins School, parks, and large employers.
- Given the Trolley station's location near the community village and Harbor Drive (a planned complete street) efforts should also be made to improve amenities in and around the station platform. Its location near the community gateway will warrant such improvements.
- It is also necessary to look at how transit dependent the current community population is in order to help determine whether the citywide basic parking requirement is suitable.

Active Transportation

- Regarding secure bicycle parking, two bike lockers are currently located at the Harborside station but no lockers are available at the Barrio Logan Station. iCommute can assist with the establishment of secure bicycle parking, particularly near transit and/or the community village area. Secure bike parking is essential in the decision an individual makes in choosing biking as a viable travel mode.
- Please address the current lighting on the sidewalks near freeway overpasses/underpasses. Efforts should be made to improve the design of all streets which cross over/under freeways to encourage greater pedestrian and bicycle use.
- Intersections not inclusive of freeway on-ramps that are projected to have Level of Service F should be the first intersections to undergo complete streets improvements. The City of San Diego along with local community stakeholder groups are encouraged to apply any parking in-lieu fees to this effort and/or apply for Active Transportation Grant Program funding.
- Creation of jobs in and near the community that are also closely compatible with the skills of community residents will help to reduce mobility difficulties for those currently needing to travel longer distances for work. Jobs located in close proximity to employees will help to facilitate a more walkable and bike-friendly community.
- Please include bicycling along with walking in the Smart Location and Linkage section on page 143. } G-5e

Smart Growth

- An increase in residential units doesn't need to always account for a proportionate increase in traffic and parking demand. Barrio Logan is currently classified as partially and Urban Center and Town Center per the SANDAG Smart Growth Concept Map. Efforts to maximize the smart growth potential should be made. Improved connections between residential/commercial units in the planned Community Village area and transit/active transportation modes should be prioritized so as to reduce parking demand before the community reaches full build-out. } G-6

Open Space

- The Open Space land use designation could also consider the development of pocket parks in between buildings or in lieu of parking lots given the lack of undeveloped parcels within the community. } G-7a
- Communities of concern are also identified by lack of healthy food within a given food shed. Opportunities for community gardens in addition to parkland will not only assist with emissions reduction but also encourage a healthier and more active lifestyle while contributing to an improved sense of place. } G-7b

3

G-5e: Section 3.4.1, Sustainability, includes a discussion entitled “Smart Location and Linkage,” which has been revised to include reference to both walking and biking.

G-6: As stated in the proposed CPU, the Mobility Element provides for improved connections by promoting the concept of “Complete Streets” in which roadways are designed and operated to enable safe, attractive, and comfortable access and travel for all users. Policies in the Mobility Element promote sidewalk and intersection improvements, grade-separation at Trolley tracks, improvements at transit stops, and redesign of underutilized portions of streets as public spaces, among other improvements. See also response to comment G-9.

G-7a: Comment noted. This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. See response to comment G-6. In addition, policies in the Recreation, Mobility, and other elements support the creative use of available land for open space and recreation. For example, proposed CPU Mobility Element Policy 3.1.7 specifically states: “Redesign underutilized portions of streets as public spaces, such as widened sidewalks and burb bulb-outs along Boston Avenue, 26th Street, 28th Street, National Avenue and Cesar E. Chavez Parkway,” and Policy 3.1.9 states: “Design the corners of intersections along Cesar E. Chavez Parkway at Logan Avenue, National Avenue, Newton Avenue and Main Street to accommodate Public gathering spaces while maintaining the safety and flow of vehicular traffic.” Recreation Element policies, specifically Policy 7.1.4, states: “Acquire and develop new park lands through street/alley rights-of-way vacations, where appropriate and legally defensible, to provide pocket or linear parks (such as the Caltrans and City Right-of-Way along Boston Avenue), focusing on land that provides connectivity to schools, residences, parks and other recreational areas within the community.”

G-7b: Comment noted. This comment does not address the adequacy of the PEIR. However, proposed CPU plan policies allow for community gardens. Specifically, proposed CPU Recreation Element Policy 7.1.16 states: “Establish and develop community gardens for recreation. Work with SDG&E to utilize their site at Newton Avenue and Sampson Street (see also Policy 8.2.33).”

Natural Environment
A key RCP objective is to preserve and maintain natural areas in urban neighborhoods, such as canyons and creeks, and provide access for the enjoyment of the region's residents. Please consider these criteria if applicable to your project. G-8

Consultation with the Metropolitan Transit System and Caltrans
SANDAG advises the project applicant to consult with MTS, the transit service provider within the project area, and with Caltrans to coordinate planned transit and/or highway improvements. G-9

Other Considerations
Please consider the following State of California laws and Executive Order when developing the DEIR: Assembly Bill 32 (Nunez, 2006), Senate Bill 375 (Steinberg, 2008) (SB 375), SB 97 (Dutton, 2007), and Executive Order S-13-08, which call for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy that promote the reduction of energy demand and water consumption. G-10

We appreciate the opportunity to comment on the Barrio Logan Community Plan Update DPEIR. We also encourage the City of San Diego, where appropriate, to consider the following tools in evaluating this update based on the following SANDAG publications, which can be found on our Web site at www.sandag.org/igr.

(1) *Designing for Smart Growth, Creating Great Places in the San Diego Region*
(2) *Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region*
(3) *Trip Generation for Smart Growth*
(4) *Parking Strategies for Smart Growth*
(5) *Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in EIRs*
(6) *Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities*
(7) *Riding to 2050, the San Diego Regional Bike Plan*

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or Susan.Baldwin@sandag.org.

Sincerely,

Susan L Baldwin

SUSAN BALDWIN
Senior Regional Planner

SBA/RSA/ais

4

G-8: This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. As discussed in Section 4.14, Biological Resources, of the PEIR, the proposed CPU area is highly urbanized, and little natural environment remains (see PEIR Figure 4.14-1). Section 7.2 of the proposed CPU Recreation Element discusses protection and enhancement of Las Chollas Creek natural resources while allowing for public recreational and educational use. The proposed CPU provides for future development of a passive park consistent with objectives presented in the Natural Habitats Policy Objectives in Chapter 4D RCP.

G-9: Comment noted. This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. The City will continue to consult with both MTS and Caltrans in order to implement applicable policies presented in the proposed CPU which anticipate upgrades to transit stations and bus stops, road and intersection improvements, and acquisition of some public rights–of-ways for development of pocket parks and other amenities as discussed in the proposed CPU, PEIR, and responses to comments F-1, G-2c, G-3c, G-4a, and G-7a above.

G10: The following state laws and executive orders were considered in the DEIR:

- AB 32 is discussed in Section 4.15.1.3(a), AB 32—California Global Warming Solutions Act, and throughout the PEIR, and was used as the basis for developing the GHG reduction goals.
- SB 375 is discussed in Section 4.15.1.3(a), Regional Emissions Targets. Also included is a discussion of the Sustainable Communities Strategy and the SANDAG 2050 RTP and their relation to SB 375, as well as the regional emissions target for the San Diego region.
- SB 97 is discussed in Section 4.15.1.3(a), SB 97—CEQA GHG Amendments.
- Executive Order S-13-08 pertains to sea level rise, which we discuss in PEIR Section 4.15.1.2 and Section 4.15.4.1(b), Conservation Element: Climate Change and Sustainability Policies. The policies of the proposed CPU as well as the San Diego General Plan that relate to climate change mitigation and adaptation strategies of state plans and programs, including sea level rise monitoring and project-level GHG emission reductions, are included.

Regional Energy Strategy is discussed in Section 3.2.4.7 of the greenhouse gas emission technical study (Appendix I). The reduction policies discussed in Section 4.15.4.1(b) would be consistent with the RES.

Natural Environment
A key RCP objective is to preserve and maintain natural areas in urban neighborhoods, such as canyons and creeks, and provide access for the enjoyment of the region's residents. Please consider these criteria if applicable to your project.

Consultation with the Metropolitan Transit System and Caltrans
SANDAG advises the project applicant to consult with MTS, the transit service provider within the project area, and with Caltrans to coordinate planned transit and/or highway improvements.

Other Considerations
Please consider the following State of California laws and Executive Order when developing the DEIR: Assembly Bill 32 (Nunez, 2006), Senate Bill 375 (Steinberg, 2008) (SB 375), SB 97 (Dutton, 2007), and Executive Order S-13-08, which call for analysis of greenhouse gas emissions. Additionally, it is suggested that consideration be given to the policies included in the SANDAG Regional Energy Strategy that promote the reduction of energy demand and water consumption.

We appreciate the opportunity to comment on the Barrio Logan Community Plan Update DPEIR. We also encourage the City of San Diego, where appropriate, to consider the following tools in evaluating this update based on the following SANDAG publications, which can be found on our Web site at www.sandag.org/igr.

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(3) *Trip Generation for Smart Growth*
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(5) *Regional Multimodal Transportation Analysis: Alternative Approaches for Preparing Multimodal Transportation Analysis in EIRs*
(6) *Integrating Transportation Demand Management into the Planning and Development Process - A Reference for Cities*
(7) *Riding to 2050, the San Diego Regional Bike Plan*

G-11

If you have any questions or concerns regarding this letter, please contact me at (619) 699-1943 or Susan.Baldwin@sandag.org.

Sincerely,

Susan L Baldwin

SUSAN BALDWIN
Senior Regional Planner

SBA/RSA/ais

4

G-11: Comment noted.

The Barrio Logan Community Plan process predates the availability of several of the documents listed in the comment. Regardless, the proposed CPU was designed to be consistent with relevant City planning documents, including the General Plan which implements smart growth policies, mobility plans such as the Bicycle Master Plan, regulations, and relevant guidelines. The City has and will continue to consider SANDAG publications as it prepares future plan updates

San Diego County Archaeological Society, Inc.

Environmental Review Committee

15 January 2013

To: Ms. Anna L. McPherson
Development Services Department
City of San Diego
1222 First Avenue, Mail Station 501
San Diego, California 92101

Subject: Draft Program Environmental Impact Report
Barrio Logan Community Plan Update
Project No. 240982

Dear Ms. McPherson:

I have reviewed the cultural resources aspects of the subject DPEIR on behalf of this committee of the San Diego County Archaeological Society.

Based on the information contained in the DPEIR, we have the following comments:

1. The cultural resources analysis in Section 4.5 largely addresses the various parcels in the CPU area and concludes that the development process has largely eliminated the potential for undisturbed archaeological deposits. What is not acknowledged is the potential for relatively undisturbed deposits under the pavement of streets and alleys. While it would typically fall to the City to address monitoring requirements in those areas, they are subject to off-parcel impacts related to development activities. That potential needs to be acknowledged and, on a project-level basis, addressed. H-1
2. Page 4.5-32 refers to the "San Diego Archaeology Center", as do Tables S-1, 10-1 and 10-2. The correct name is "San Diego Archaeological Center". H-2

Thank you for the opportunity to review and comment upon this DPEIR. We look forward to reviewing the project-level environmental documents.

Sincerely,

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

P.O. Box 81106 San Diego, CA 92138-1106 (858) 538-0935

H-1: Comment noted. The impact analysis for archeological resources in Section 4.5 of the PEIR addresses impacts on a program level. If future projects within the proposed CPU area would have the potential to impact archeological resources under the pavement of streets and alleys, appropriate mitigation and monitoring measures would be undertaken. For all public projects, including those in public rights-of-ways (e.g., streets and alleys), regardless of location, implementation of mitigation in accordance with mitigation guidelines presented in Section 4.5.3.3 of the PEIR would be performed. No additional revisions to the PEIR are necessary.

H-2: Comment noted. The recommended change has been made and is reflected in the PEIR.

Dr. Carlos J. Martell
Chicano Park Steering Committee
321 S. Bancroft St.
San Diego, Ca. 92113
correomartell@gmail.com

March 11, 2013

Anna L. McPherson, Environmental Planner
City of San Diego, Development Services Center
1222 First Avenue, MS 501
San Diego, Ca. 92101

Dear Mrs. McPherson,

Please accept these comments regarding the *Draft Barrio Logan Community Plan Update and Draft Environmental Impact Report*. The Chicano Park Steering Committee has participated in the *Barrio Logan Community Plan Update* and has been engaged in fostering community participation throughout this process. The environmental impact to our residential community is a very important aspect of this community plan update and therefore we want to express our comments regarding this issue. As an active participant in this process we were instrumental in defending the residential character of our community, its social and environmental well being. As per the will of the community, voiced and recorded in the passing of the alternative 1 community plan, and considered as the only legitimate plan, we wish to continue supporting our community by making sure that any amendment to the BLCPU take into account the following:

1. Addressing the environmental justice issues:

   a. Zoning changes to eliminate incompatible land use patterns. } I-1

   b. Separation and transitional areas to buffer the community from the working waterfront, the Tenth Avenue Marine Terminal and the freeways. } I-2

2. Serve the existing community:

   a. Affordable housing—The new plan should set aggressive goals to preserve Barrio Logan for current residents, prevent displacement and provide affordable housing. All new units should be affordable rentals to serve current need; new affordable units should be proportional to the levels of income in the community. The update process should focus on identifying strategies and funding mechanisms to achieve these goals and safeguard the community against gentrification. } I-3

   b. Public facilities—A new plan must fill the current gap in parks, community and recreation centers and basic community services. For } I-4

I-1: Comment noted. The proposed CPU seeks to improve the existing environmental conditions currently experienced in the community by providing a land use plan that includes transitional buffer zones to separate incompatible uses and a requirement that new development projects demonstrate that sites have been remediated if hazardous wastes are present.

I-2: Comment noted. This comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. The objectives identified for the proposed CPU reflect these principles. Both the General Plan and the proposed CPU include policies to address the existing environmental justice issues within the community, including residential overcrowding, land use incompatibilities related to the interface between industry and sensitive receptors, impacts of transportation infrastructure on the community, lack of sufficient public amenities and services, and lack of community serving retail services.

I-3: Comment noted. The comment references information presented in the proposed CPU, and does not address the adequacy of the PEIR. The objectives identified for the proposed CPU reflect these principles

I-4: Comment noted. The objectives identified for the proposed CPU reflect these principles. This comment does not raise a specific CEQA issue to be addressed.

example, the Barrio Logan Vision plans to set aside an additional acre for community centers, expand existing parks and create at least four new parks in the community. I-4 (cont.)

c. Basic services—New commercial and retail development —such as a pharmacy—should occur to fill the needs of the community, should offer small business opportunities for community residents, and should create good jobs with living wages and benefits. I-5

d. Preserving history and character—Revitalization should honor the Chicano-Mexicano history and culture of the community, preserving what is there and providing opportunities for new creativity and expression. It is important to residents that the family-style, low-rise profile that embraces the character of the community be preserved for future generations I-6

It is our hope that the City of San Diego will listen to the voice of the residents of this community, and that they will be granted the same rights that other communities in San Diego have regarding the organization and planning of their space; especially when their social, economic, and environmental well being is jepardized by commercial interests. Should you have any questions regarding this letter, please feel free to contact me via email at: correomartell@gmail.com. I-7

Thank you,

Dr. Carlos J. Martell
Chicano Park Steering Committee

cc:
City Councilmember David Alvarez: DavidAlvarez@sandiego.gov
Lara Gates, Project Manager: LGates@sandiego.gov
Mayor Bob Filner: BobFilner@sandiego.gov
Allen Jones, Deputy Chief of Staff: AllenJones@sandiego.gov

I-5: Comment noted. The objectives identified for the proposed CPU reflect these principles.

I-6: Comment noted. The objectives identified for the proposed CPU reflect these principles.

I-7: Comment noted.

Robin Madaffer, Esq.
Justine Nielsen, Esq.

Lynne Heidel, Esq.
Of Counsel

San Diego Land Lawyers
Real Estate • Land Use • Environmental

Writer's Email:
robin@sdlandlaw.com

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(619) 239-7603

March 11, 2013

Via Electronic Mail

Anna L. McPherson, Environmental Planner
City of San Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101
amcpherson@sandiego.gov
dsdeas@sandiego.gov

Re: Barrio Logan Community Plan Update, Project No. 240982
Comments to Draft Program Environmental Impact Report

Dear Ms. McPherson:

On behalf of the Barrio Logan Smart Growth Coalition, the Port of San Diego Ship Repair Association, the San Diego Port Tenants Association and the Working Waterfront Group on San Diego Bay (collectively known as the Jobs Coalition), we are submitting the following comments to the Draft Program Environmental Impact Report (Draft PEIR) for the Barrio Logan Community Plan Update (CPU). A description of organizations in the Jobs Coalition is attached as **Exhibit A.**

Our firm was recently retained by the Jobs Coalition to review the Draft PEIR prepared for the CPU and provide comments. Due to the time constraints, we requested an extension of the public comment period. However, our request was denied on March 8, 2013. Notwithstanding, we appreciate the opportunity to provide the following comments on the Draft PEIR, which due to the time constraints may not be exhaustive. For that reason, we reserve the right to provide additional comments as the process progresses. J-1

In our opinion, the flaws of the Draft PEIR are so fundamental as to render vulnerable any approval of the CPU. Due to these flaws, a revised Draft PEIR must be prepared and re-circulated. CEQA Guidelines § 15088.5(a)(4). Only then can the public and the decision makers be adequately informed of the environmental J-2

450 B Street, Suite 1900
San Diego, CA 92101

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Office: (619) 239-7600
Fax: (619) 239-7605

J-1: Comment noted.

J-2: The existing setting provides sufficient detail to evaluate the proposed CPU at a program level. CEQA requires that an EIR compare a project against existing conditions. This PEIR meets that standard. For each issue area, the PEIR provides a detailed description of the existing setting consistent with the requirements of CEQA for a program-level PEIR. CEQA Guidelines Section 15088.5 sets forth the circumstances that would require recirculation. Revisions made to the Draft PEIR do not constitute significant new information as defined by CEQA, and recirculation is not required.

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repercussions of the CPU and consider meaningfully alternatives and mitigation measures to address the CPU's environmental impacts.

An environmental impact report must provide a degree of analysis and detail about environmental impacts which will enable decision-makers to make intelligent judgments in light of the environmental consequences of their decisions. *See* CEQA Guidelines § 15151; *Kings County Farm Bureau v. City of Hartford* (1990) 221 Cal.App.3d 692. To this end, the City, as lead agency must make a good faith effort at full disclosure of environmental impacts. In order to accomplish this requirement, it is essential that existing setting information is complete. *See County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 199*. The fundamental purpose of CEQA is to ensure that the public and decision-makers fully understand the implications of the choices that are presented related to the project, mitigation measures and alternatives. *Laurel Heights Improvement Ass'n v. Regents of University of California* (1993) 6 Cal.4th 112, 1123. In this case, the Draft PEIR fails to provide sufficient information to enable informed decision making by the City and the public for the reasons set forth in detail below.

J-2 (cont.)

The Draft PEIR fails to address how CPU meets Project Objectives, contains Project Objectives which manipulate outcomes, and lack supporting analysis.

The Project Objectives artificially manipulate outcomes by setting goals relating to increased density and residential development. Three of the six objectives relate to increased density and residential development. Further, the Project Objectives include a stated desire to retain/maintain "an adequate supply of maritime-oriented uses to meet the current and future needs of the maritime-oriented ship building businesses and the city's economy." However, the Draft PEIR makes no reference to any analysis of the current and/or future needs of maritime-oriented businesses and the city's economy. This analysis must be performed and included as part of the Draft PEIR in order for the public to fully evaluate the differences between Scenario 1 and Scenario 2 as well as the alternatives.

There is also no discussion in the Draft PEIR which compares the ways in which Scenarios 1 and 2 meet the Project Objectives. Thus, the public and decision-makers have no way of knowing which Scenario best meets the stated objectives. Additionally, although the Draft PEIR provides decision-makers the option of approving a hybrid of Scenarios 1 and 2, it does not discuss how such a hybrid would be formed, much less approved without additional environmental analysis.

J-3

The Draft PEIR fails to provide a reasonable range of alternatives

The project alternatives do not provide a reasonable range of "feasible" alternatives. An EIR must describe a range of alternatives to the proposed project that

J-3: The six project objectives identified in Section 3.2 of the PEIR were developed in accordance with CEQA Section 15124(b) and refined by City staff in consideration of input received as part of the Barrio Logan Stakeholder Committee meeting process to meet the needs of the community and to inform and direct the comprehensive update of the Barrio Logan Community Plan. SANDAG growth projections for the community indicate a need for additional housing, particularly affordable housing. At the same time, the City recognizes that many Barrio Logan businesses benefit from locations in close proximity to maritime-related industries within the Port District and to Naval facilities. The project objectives identified in Section 3 appropriately identify objectives that will meet the residential and business communities' needs during the life of the plan. CEQA does not mandate that a PEIR specifically evaluate the degree to which a project achieves the project objectives. Both Scenarios 1 and 2 achieve the project objectives in different ways and provide the public and decision makers land use options for Barrio Logan. The environmental effects of both scenarios are fully evaluated at the program level. While economic studies were considered during preparation of the proposed CPU, CEQA does not require an analysis of economic impacts in the PEIR. Although, both scenarios implement the objectives of the CPU, after reviewing and considering public input on the scenarios, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns, and is recommending it for adoption by the City Council. In the event a hybrid alternative is selected, findings will be required to demonstrate that impacts will be the same or lessened as a result. If new or additional impacts result, additional environmental review may be required.

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repercussions of the CPU and consider meaningfully alternatives and mitigation measures to address the CPU's environmental impacts.

An environmental impact report must provide a degree of analysis and detail about environmental impacts which will enable decision-makers to make intelligent judgments in light of the environmental consequences of their decisions. *See* CEQA Guidelines § 15151; *Kings County Farm Bureau v. City of Hartford* (1990) 221 Cal.App.3d 692. To this end, the City, as lead agency must make a good faith effort at full disclosure of environmental impacts. In order to accomplish this requirement, it is essential that existing setting information is complete. *See County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 199*. The fundamental purpose of CEQA is to ensure that the public and decision-makers fully understand the implications of the choices that are presented related to the project, mitigation measures and alternatives. *Laurel Heights Improvement Ass'n v. Regents of University of California* (1993) 6 Cal.4th 112, 1123. In this case, the Draft PEIR fails to provide sufficient information to enable informed decision making by the City and the public for the reasons set forth in detail below.

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There is also no discussion in the Draft PEIR which compares the ways in which Scenarios 1 and 2 meet the Project Objectives. Thus, the public and decision-makers have no way of knowing which Scenario best meets the stated objectives. Additionally, although the Draft PEIR provides decision-makers the option of approving a hybrid of Scenarios 1 and 2, it does not discuss how such a hybrid would be formed, much less approved without additional environmental analysis.

The Draft PEIR fails to provide a reasonable range of alternatives

The project alternatives do not provide a reasonable range of "feasible" alternatives. An EIR must describe a range of alternatives to the proposed project that } J-4

J-4: As required under CEQA Guidelines Section 15126.6, the EIR considers and discusses a reasonable range of alternatives to the project. As required pursuant to CEQA Guidelines Section 15126.6(a), these alternatives were selected to provide a reasonable range of possible CPU alternatives which could feasibly attain most of the basic objectives of the project but and avoid or substantially lessen any significant effects of the project. The PEIR need not address every conceivable alternative; rather, it must consider a reasonable range of feasible alternatives per CEQA Guidelines Section 15126.6(a). Specifically, the factors considered in the selection of alternative included:

- Whether the alternative would avoid or substantially lessen significant impacts of the project.
- Whether the alternative addresses solutions that are not addressed by other alternatives.
- Whether the alternative would feasibly attain most of the basic objectives of the project.

As part of the extensive community outreach and stakeholder meeting process, the City solicited land use plan alternatives for consideration in both the planning and environmental review process. The proposed land use scenarios and alternatives were developed in response to community preferences, consideration of historical land use, collocation issues, and a range of other factors as explained in Section 3.1.3 of the Project Description. Based on public input and other factors, the PEIR considered but rejected an additional six alternatives because they did not attain a majority of the project objectives.

Section 9.1.1 discusses the rationale for selection, and Section 9.1.2 discusses the reasoning that additional alternatives were considered and rejected. Sections 9.2 through 9.4 identify alternatives to the proposed CPU. The PEIR discloses the impacts of the alternatives in comparison with the proposed CPU and identifies how each compares to the proposed project, how each would or avoid or substantially lessen significant impacts of the proposed CPU, and how each would meet the project objectives (see Sections 9.2.16, 9.3.16, and 9.4). Table 9-1 provides a matrix which may be used to summarize the comparison. The PEIR does not dismiss any of these alternatives. Based on the information disclosed in the PEIR, the decision-making body may choose to approve the proposed CPU, any of the alternatives, or a combination of alternatives.

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repercussions of the CPU and consider meaningfully alternatives and mitigation measures to address the CPU's environmental impacts.

An environmental impact report must provide a degree of analysis and detail about environmental impacts which will enable decision-makers to make intelligent judgments in light of the environmental consequences of their decisions. *See* CEQA Guidelines § 15151; *Kings County Farm Bureau v. City of Hartford* (1990) 221 Cal.App.3d 692. To this end, the City, as lead agency must make a good faith effort at full disclosure of environmental impacts. In order to accomplish this requirement, it is essential that existing setting information is complete. *See County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 199*. The fundamental purpose of CEQA is to ensure that the public and decision-makers fully understand the implications of the choices that are presented related to the project, mitigation measures and alternatives. *Laurel Heights Improvement Ass'n v. Regents of University of California* (1993) 6 Cal.4th 112, 1123. In this case, the Draft PEIR fails to provide sufficient information to enable informed decision making by the City and the public for the reasons set forth in detail below.

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The Draft PEIR fails to provide a reasonable range of alternatives

The project alternatives do not provide a reasonable range of "feasible" alternatives. An EIR must describe a range of alternatives to the proposed project that } J-4

J-4: The alternatives evaluated in the PEIR supplement the two PEIR scenarios evaluated at an equal level. These were selected to provide a baseline for discussion in the event the project is not approved (No Project Alternative) and to identify a reduced project alternative that meets all or most of the project objectives, but reduces some of the significant impacts identified for the proposed CPU (Reduced Project Alternative). Further reductions in density or intensity of use would not meet project objectives, nor accommodate projected growth in an area identified for infill development in accordance with Smart Growth and transit-oriented development principles as discussed in the General Plan. Although it would not meet a major project objective to streamline future development review, the No Coastal Categorical Exclusion Alternative was developed to reduce potential impacts of the project by requiring discretionary review of all future projects by eliminating the Coastal Categorical Exclusion. This range of alternatives was determined to provide a reasonable range for consideration by decision-makers. In light of these factors, the PEIR provides a reasonable range of alternatives.

The commenter does not suggest additional alternatives to further reduce the project's significant environmental impacts or better meet project objectives.

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would feasibly attain the project's basic objectives while avoiding or substantially lessening the project's significant impacts. Pub. Res. Code § 21002; CEQA Guidelines §§ 15126.6(a). A proper analysis of alternatives is essential for the City to comply with CEQA's mandate that significant environmental damage is avoided or substantially lessened where feasible. Pub. Res. Code § 21002; CEQA Guidelines §§ 15002(a)(3), 15021(a)(2), 15126.6(a); *Citizens for Quality Growth v. City of Mount Shasta* (1988) 198 Cal. App. 3d 433, 443-445. As stated in *Laurel Heights*, "[w]ithout meaningful analysis of alternatives in the EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process...." *Id.* At 404.

J-4 (cont.)

The Draft PEIR includes a discussion of only three alternatives, all of which are dismissed solely because they cannot meet the narrowly tailored project objectives "to the same degree" as the CPU. Additionally, the Executive Summary fails to include the reasons for eliminating the No Coastal Categorical Exclusion Alternative as a feasible alternative.

J-5

The Draft PEIR fails to include any discussion about how cumulative impacts may be mitigated at the project level.

The Draft PEIR fails to discuss how the cumulatively significant impacts may be mitigated at a project level. The Draft PEIR states that many of the cumulatively significant impacts cannot be mitigated at the program level but provides no direction as to how these impacts and mitigation will be evaluated at the program level in the future. For that reason, there is no guidance in the Draft PEIR for future projects which will implement the CPU.

J-6

Transportation/Circulation/Parking Analysis is inconsistent and unclear.

The Transportation/Circulation/Parking analysis in the Draft PEIR is confusing and inconsistent. For example, Table 4.2-12 of the Environmental Analysis identifies 22 identical cumulative traffic impacts to intersections for both Scenarios. However, Table 4.2-14 of the Environmental Analysis shows that there are 24 segment impacts for Scenario 2 and 22 segment impacts for Scenario 1. These internal inconsistencies make it difficult for the public to ascertain the potential environmental impacts.

J-7

The Draft PEIR also states that both Scenario 1 and Scenario 2 have cumulatively significant environmental impacts to traffic intersections. However, Scenario 2 identifies an additional impact at the 28th Street and Boston Avenue intersections which requires an additional mitigation measure for an eastbound right turn lane. It is unclear from the Draft PEIR why there would be an additional impact in Scenario 2 and not in Scenario 1 because the only difference south of 28th Street is the land use designation of the property south of 32nd Street (Heavy Commercial in Scenario 1 and Heavy Industrial in Scenario 2). There is no reference to a trip

J-8

J-5: Text has been added to the Executive Summary, Section S.5.3, No Coastal Categorical Exclusion Alternative, to clarify that this alternative would not meet an objective of the project (Objective 1), which is to incentivize future development within the Coastal Categorical Exclusion Area by streamlining future permit processing in order to ensure a less costly and time consuming process.

J-6: The PEIR addresses impacts on a program level and provides adequate mitigation measures for program-level impacts and a framework for future project level mitigation. Future projects that implement the proposed CPU cannot be known at this time. Therefore, project-level guidance cannot be provided in the PEIR. The PEIR describes feasible measures designed to minimize significant impacts. As discussed in the PEIR, Tables 4.2-15, 4.2-17, and 4.2-18 describe these mitigation measures which would reduce significant future project and cumulative impacts for Scenarios 1 and 2. Additional mitigation is included in Table 4.2-16 that applies only to Scenario 2. In addition, it is reasonable to assume that cumulative impacts would be reduced as future projects are processed and required to meet performance standards and ordinances/regulations.

J-7: Comment noted. Table 4.2-14 of the Environmental Analysis shows incorrectly that there are 24 segment impacts for Scenario 2. Table 4.2-12 of the Environmental Analysis correctly indicates that both scenarios analyzed would have 22 roadway segment impacts. The information presented in Table 4.2-14 was revised.

J-8: The PEIR accurately states that both Scenario 1 and Scenario 2 have cumulatively significant environmental impacts to traffic intersections. As also stated in the PEIR, Scenario 2 would have a significant impact at the intersection of Boston Avenue and 28th Street. Scenario 1 was not found to have an impact at this intersection. The reason for this additional impact is based on the estimated traffic generation generated by the area north of Main Street and south of Boston Avenue, both west of 28th Street. In Scenario 2, this area is designated as a Heavy Commercial, while for Scenario 1 this area is designated as Neighborhood Commercial. Detailed traffic generation rates for each of these land use alternatives are included in Table 5-1 and Table 6-1 of the Traffic Impact Study included in Appendix B of the PEIR. For purposes of estimating traffic generation for these two uses, assumptions for the type of specific uses to be developed consistent with the proposed zoning were made. The trip generation rates used in the traffic study were developed based on available traffic generation rates from the City of San Diego and were selected to represent the traffic generated by the proposed and feasible uses.

generation rate for Heavy Commercial in the Draft PEIR or in the City's Land Development Manual so there is no way to reconcile the discrepancy. J-8 (cont.)

A complete version of the Air Quality Technical Analysis is not readily available.

The Air Quality and Health Risk Technical Analyses for the Barrio Logan Community Plan Update available on the City's website did not include several important Attachments including the Freeway Diesel Particulate Matter Carcinogenic and Chronic Risk Calculations and the Truck Route Particulate Matter Carcinogenic and Chronic Risk Calculations. Therefore, we were unable to fully review and evaluate the Air Quality portion of the Draft PEIR. We reserve the right to supplement these comments once a complete copy of the Air Quality study is made available. J-9

Notwithstanding the unavailability of the full Air Quality analyses, the collocation issues associated with locating high density residential uses within such close proximity to existing established industrial uses have not been adequately addressed. Many of these existing industrial uses, especially those on Port of San Diego property, will remain. In addition, these industrial uses already have strict air quality permitting requirements which will become even more stringent if the CPU is adopted as proposed. Finally, the Draft PEIR fails to analyze the environmental impacts associated with the prospect that some of the existing industrial uses will disperse to other areas of the City or County. J-10 J-11 J-12

The Draft PEIR fails to adequately analyze compliance and the CPU actually conflicts with the City's General Plan Goals and Policies.

The Draft PEIR fails to include a complete analysis of the CPU's compliance with the goals and policies identified in the City's General Plan. In Chapter 3.0 Project Description, the Draft PEIR states, "[s]pecific General Plan Policies are referenced within the CPU to emphasize their relevance and the significance in the community, though all General Plan policies are applicable and the CPU would be consistent with all policies and objectives." However, the CPU directly conflicts with several of the goals and policies of the General Plan.

Specifically, the CPU conflicts with the goals and policies identified in the Economic Prosperity Element of the General Plan. The overall goals of the Economic Prosperity Element are to preserve regionally significant employment lands, use employment areas more efficiently and strengthen the border economy. (See, General Plan, p. EP-4). In implementing these overall goals, the General Plan has evaluated and identified critically-located base sector areas throughout the City. There are several properties within the CPU area which are identified in the General Plan as "Prime Industrial" or "Other Industrial" as shown on Figure EP-1 of the General Plan. In general, these areas are located west of Main Street and south of 32nd Street. A copy

J-9: The Air Quality and Health Risk Technical Analyses for the proposed CPU were included as Appendix C to the PEIR. Fifteen additional attachments, including the calculations identified in the comment, provide the modeling to support these analyses. The results of the modeling effort are summarized in the technical study and incorporated into the air quality discussion presented in the PEIR. The hundreds of pages of calculations to support the modeling results are not included on the website due to the size of the files. As stated in CEQA Guidelines Section 15147, information contained in an EIR shall include summarized technical data and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. The results of the referenced attachments to the technical report are summarized in the technical report. Per City policy, referenced information presented in the PEIR and attachments is available electronically upon request. The Public Notice for the Draft PEIR included a statement that all technical materials would be made available upon request. No such request for the referenced attachments was received until the comment letter was received on the last day of the extended public review period. It should be noted that the public review period was extended to 60 days to provide adequate time for review of all materials and for the public to comment.

J-10: The collocation of industrial and residential land uses are address in Section 4.3, Air Quality, of the PEIR. A comprehensive health risk assessment has been included to acknowledge the existing conditions due to established uses as part of the baseline condition.

J-11: The permit requirements that the existing industrial land uses are subject to are under the purview of the San Diego Air Pollution Control District, and are set by the state and U.S. EPA, and would not be altered by the adoption of the proposed CPU.

J-12: The relocation of land uses to other areas of the City or region is not within the control of the City, and any analysis of potential impacts from such a move would be speculative, as the reasons for businesses to relocate are rarely solely based on any single factor. This comment does not identify a direct or indirect physical change in the environment required to be evaluated under CEQA. Regardless, an indirect physical change is to be considered only if it is reasonably foreseeable. It is not reasonably foreseeable if it is speculative. Also, uses could only relocate where permitted by the community plan and the implementing zoning.

Additionally, if the business requires an air permit, the business would continue to be subject to the applicable permitting regulations and limitations anywhere within the County.

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generation rate for Heavy Commercial in the Draft PEIR or in the City's Land Development Manual so there is no way to reconcile the discrepancy.

A complete version of the Air Quality Technical Analysis is not readily available.

The Air Quality and Health Risk Technical Analyses for the Barrio Logan Community Plan Update available on the City's website did not include several important Attachments including the Freeway Diesel Particulate Matter Carcinogenic and Chronic Risk Calculations and the Truck Route Particulate Matter Carcinogenic and Chronic Risk Calculations. Therefore, we were unable to fully review and evaluate the Air Quality portion of the Draft PEIR. We reserve the right to supplement these comments once a complete copy of the Air Quality study is made available.

Notwithstanding the unavailability of the full Air Quality analyses, the collocation issues associated with locating high density residential uses within such close proximity to existing established industrial uses have not been adequately addressed. Many of these existing industrial uses, especially those on Port of San Diego property, will remain. In addition, these industrial uses already have strict air quality permitting requirements which will become even more stringent if the CPU is adopted as proposed. Finally, the Draft PEIR fails to analyze the environmental impacts associated with the prospect that some of the existing industrial uses will disperse to other areas of the City or County.

The Draft PEIR fails to adequately analyze compliance and the CPU actually conflicts with the City's General Plan Goals and Policies.

The Draft PEIR fails to include a complete analysis of the CPU's compliance with the goals and policies identified in the City's General Plan. In Chapter 3.0 Project Description, the Draft PEIR states, "[s]pecific General Plan Policies are referenced within the CPU to emphasize their relevance and the significance in the community, though all General Plan policies are applicable and the CPU would be consistent with all policies and objectives." However, the CPU directly conflicts with several of the goals and policies of the General Plan. J-13

Specifically, the CPU conflicts with the goals and policies identified in the Economic Prosperity Element of the General Plan. The overall goals of the Economic Prosperity Element are to preserve regionally significant employment lands, use employment areas more efficiently and strengthen the border economy. (See, General Plan, p. EP-4). In implementing these overall goals, the General Plan has evaluated and identified critically-located base sector areas throughout the City. There are several properties within the CPU area which are identified in the General Plan as "Prime Industrial" or "Other Industrial" as shown on Figure EP-1 of the General Plan. In general, these areas are located west of Main Street and south of 32nd Street. A copy J-14a

J-13: As identified in Section 3.0 and discussed in the issue sections, the PEIR does provide an analysis of General Plan goals and policies that are relevant to the proposed CPU. The proposed CPU was developed to conform to the broader goals and policies of the General Plan. PEIR Section 4.1, Land Use, discusses the proposed CPU consistency with the adopted plans, policies, and regulations. Section 4.1.3.1 discloses impacts related to General Plan consistency. The PEIR identified a significant and unmitigated impact related to exposure of sensitive uses to noise levels that exceed threshold standards. For all other issues, approval of the proposed CPU, which amends the General Plan, will ensure compliance with the broader General Plan goals and policies. The proposed land use changes are fully evaluated in the Final PEIR. Each of the Economic Prosperity Element policies identified in this comment was considered by the City in developing the proposed land uses for the proposed CPU in Scenario 1 and 2.

J-14a: See response for comment J-13. As discussed in Section 2.0, Environmental Setting, the mix of existing land uses that have developed over time in the Barrio Logan community has resulted in conflicts between industrial and residential uses. A primary focus of the proposed CPU, as discussed in Section 3.1.3.1, Development of Land Use Options, discusses the process by which the Barrio Logan Stakeholder Committee, City staff, and the consultant team worked to develop the land use scenarios for consideration in the PEIR. Economic viability, among other considerations, was considered as subsequent refinements were made. Ultimately, Scenarios 1 and 2 received sufficient support from the stakeholder committee to be considered in the PEIR.

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of the General Plan Prime Industrial/Other Industrial Map, Figure EP-1, is attached as **Exhibit B.** J-14a (cont.)

The CPU proposes to change the industrial land use designation of several properties which are identified as "Other Industrial" in the City's General Plan, Figure EP-1. Under Scenario 1, the industrial land properties located west of Main Street and east of Harbor Drive will be converted to Office Commercial, Community Commercial and Neighborhood Commercial and the industrial property located between 32nd Street and Wabash will be converted to Heavy Commercial. Under Scenario 2, the industrial lands located west of Main Street and East of Harbor Drive will be converted to Office Commercial, Maritime Oriented Commercial and Heavy Commercial. These proposed conversions of industrial lands to commercial lands, as well as the lack of analysis of conversion criteria in the Draft PEIR, directly conflict with many goals and policies of the Economic Prosperity Element of the General Plan, including the following: J-14b

- EP-A.1. Protect base sector uses that provide quality job opportunities including middle-income jobs; provide for secondary employment and supporting uses; and maintain areas where smaller emerging industrial uses can locate in a Multi-tenant setting. When updating community plans or considering plan amendments, the industrial land use designations contained in the Land Use and Community Planning Element should be appropriately applied to protect viable sites for base sector and employment related uses.

- EP-A.5. Consider the redesignation of non-industrial properties to industrial use where land use conflicts can be minimized.

- EP-A.16. In industrial areas not identified as Prime Industrial Lands on Figure Ep-1, the redesignation of industrial lands uses should evaluate the Area Characteristics factor in Appendix C, EP-2 to ensure that other viable industrial uses are protected.

- EP.A.20. As part of the discretionary review of projects involving residential, commercial, institutional, mixed-use, public assembly, or other sensitive receptor land uses, analyze the Collocation/Conversion Sustainability Factors in Appendix C, EP-2. A copy of Appendix C is attached as **Exhibit C.**

Moreover, the required approvals listed in the Draft PEIR only indicate that amendments to the General Plan Land Use Element are necessary. This belies all of the inconsistencies noted above between the CPU and the Economic Prosperity Element. Because the CPU conflicts with the General Plan and because an analysis of the conversion of industrial lands was not included in the Draft PEIR as required by the General Plan, the Draft PEIR is inadequate and does not comply with CEQA. J-15

J-14b: Because the existing condition and adopted land use plan has resulted in development of incompatible uses, a great deal of effort was made to identify areas of the community where existing trends support neighborhood and residential uses or areas where, based on existing development, heavy commercial and industrial uses should be retained or allowed to increase. Separation of incompatible uses is a primary objective of the project. For that reason, the PEIR considered the Collocation/Conversion Suitability Factors listed in Appendix C to the General Plan EIR in developing the most appropriate/recommended uses within each of the five neighborhood areas (Community Village, Historic Core, Transition, Prime Industrial, and the Boston and Main Street Corridor Areas). The proposed land use scenarios and zoning provide sufficient land and intensity to meet the future industrial needs of the area as identified in economic studies prepared during development of the proposed CPU. The General Plan Figure EP-1 identifies the general location of industrial lands. This map is, by necessity, very general, since the General Plan anticipates refinements as each community plan is updated. The intent of the General Plan was not to prevent each community from addressing existing land use conflicts to improve compatibility. Regardless, PEIR Section 4.1 discusses the proposed CPU provisions to protect suitable areas for industrial or heavy commercial uses in the plan area while ensuring that a transition area is provided to separate incompatible uses from more sensitive residential or other community/public facility uses. Finally, it should be recognized that existing uses will continue to be allowed at their current location pursuant to Land Development Code section 127.0101, Previously Conforming Premises and Uses.

J-15: See responses J-13 and J-14a and b above.

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The Draft PEIR Should be Redrafted and Recirculated.

CEQA requires recirculation of a draft EIR "[w]hen significant new information is added to an environmental impact report" after public review and comment on an earlier draft. Pub. Res. Code § 21092.1. The opportunity for meaningful public review of significant new information is essential "to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom." *Sutter Sensible Planning, Inc. v. Sutter County Board of Supervisors* (1981) 122 Cal. App. 3d 813, 822; *City of San Jose v. Great Oaks Water Co.* (1987) 192 Cal. App. 3d 1005, 1017. An agency simply cannot release a draft report "that hedges on important environmental issues while deferring a more detailed analysis to the final [EIR] that is insulated from public review." *Mountain Lion Coalition v. California Fish and Game Comm'n* (1989) 214 Cal. App. 3d 1043, 1053. J-16

In order to cure the defects identified in the Draft PEIR, the City must undertake substantial new analysis to adequately assess the CPU's environmental impacts, and to identify effective mitigation measures and alternatives capable of alleviating the CPU's significant impacts. CEQA requires that the public have a meaningful opportunity to review and comment upon this significant new information in the form of a recirculated draft EIR.

Conclusion

For these reasons, we respectfully request the City to prepare a revised Draft PEIR which fully complies with CEQA and recirculate the new PEIR to the public for comment. J-17

Very truly yours,

Robin Madaffer

J-16: CEQA Guidelines Section 15088.5 sets forth the circumstances that would require recirculation. Revisions made to the Draft PEIR do not constitute significant new information as defined by CEQA, and recirculation is not required. Revisions are shown as ~~strikeout~~ / underline. Such new information is not significant because it does not change the PEIR in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect or a feasible way to mitigate such an effect. Impacts of the project as they apply to each specific issue are addressed in Section 4 of the PEIR. Analysis presented in the PEIR adequately addresses the potential program-level impacts that would result with approval of the proposed CPU. As no specific projects are proposed for development at this time, it is impossible to identify additional specific measures or to identify the funding mechanism or schedule for implementation of measures that may be warranted for future specific proposals. For this reason, the PEIR appropriately identifies significant and unmitigated impacts. Future discretionary review will be performed for projects outside the proposed Coastal Categorical Exclusion Area and for projects within the area that do not qualify for ministerial review. Additional project-specific mitigation may be identified at that time. There is no new analysis required to address any new significant impact, any substantial increase in the severity of an impact, or any new feasible mitigation or alternative. The PEIR contains a degree of analysis that provides decision makers and the public with sufficient information regarding the environmental impacts of the project to allow for informed decision making and to serve as an informational document as required by CEQA.

J-17: See response for comment J-16 above.

Exhibit A

Barrio Logan Smart Growth Coalition

Barrio Logan Smart Growth Coalition
The Barrio Logan Smart Growth Coalition formed to ensure that local businesses and property owners would have a unified voice before the City during the Barrio Logan Community Plan Update process so that a quality plan is developed and our rights are protected. The Coalition's objectives include the preservation of industrial and maritime–supporting uses in Barrio Logan and to encourage the compatible development in the area. Together the Barrio Logan Smart Growth Coalition represents over 30 businesses and over 500 employees that have served Barrio Logan and the surrounding maritime industry for the last several decades.

Industrial Environmental Association
The Industrial Environmental Association (IEA) was formed in 1983 to promote responsible, cost-effective environmental laws and regulations, facilitate environmental compliance among member companies and provide related education activities for the community at large.

The IEA provide its members with information and educational activities that help keep them advised on environmental issues and responsibilities, such as information exchanges, technical workshops and written papers. Additionally, the IEA sponsors and annual conference and exposition on environmental compliance and cosponsors workshops on compliance with the California Environmental Protection Agency, the County Department of Health Services and the County Air Pollution Control District.

Port of San Diego Ship Repair Association
The Port of San Diego Ship Repair Association represents more than 100 San Diego-area companies engaged in ship repair, conversion, overhaul and modernization. Approximately 70 percent of the work performed is on United States Navy and Defense Contracts. Association member companies provide a full range of services, from maintenance, conversion, overhaul and ship repair, to specialized crafts such as welding, industrial painting, pipefitting, shipfitting, electrical work, sand blasting, carpentry and rigging, to name just a few. Member companies often join forces on major projects in order to share labor and resources for the most timely, efficient completion of jobs. All work is performed to the highest quality standards (many of the member companies are ISO Certified for quality and environmental protection), with priorities placed on employee and customer safety, protection of the environment, employee training and advancement opportunities and customer satisfaction.

In addition to the crucial services provided for the Navy fleet and commercial vessels, Association member companies add more than 10,000 jobs to the San Diego economy, both directly and through subcontractors and suppliers. These well-paying jobs go to a diverse cross section of the region's population and contribute hundreds of millions of dollars in revenue to the local economy each year

San Diego Port Tenant Association
Formed in 1989 to enhance trade, commerce and tourism on San Diego Bay's tidelands, the San Diego Port Tenants Association (SDPTA) is a non-profit organization of businesses who lease land along the tidelands of San Diego Harbor. SDPTA's membership is comprised of more than 300 businesses and organizations that represent ship building and repair, shipping and trade, marinas, yacht sales and clubs, San Diego boat yards, fishermen, the cruise ship industry, aerospace and airport industries, the hospitality industry, retail merchants, the U.S. Navy and the San Diego Working Waterfront.

Working Waterfront Group on San Diego Bay
The Working Waterfront Group is a coalition of more than 40 water-dependent businesses on San Diego Bay which is committed to preserving the industry's positive contributions to the region's economy, security and environment. The group is administered by the San Diego Port Tenants Association in cooperation with the Port of San Diego and the AFL/CIO.

Exhibit B

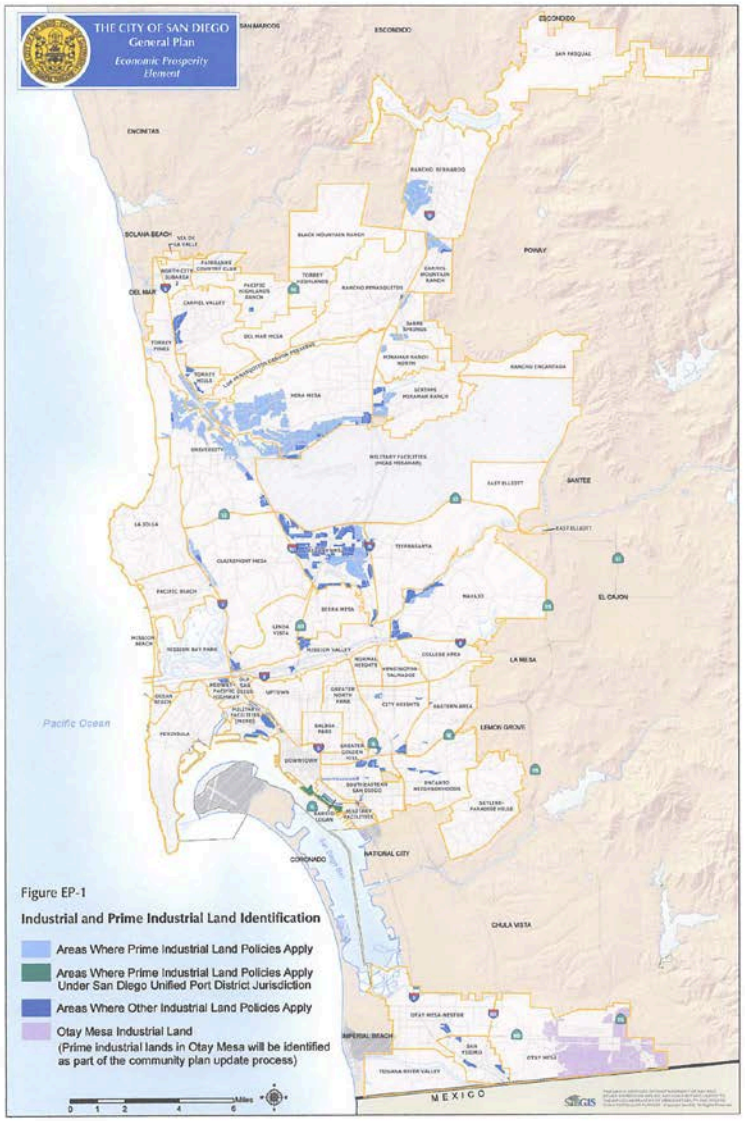
THE CITY OF SAN DIEGO
General Plan
Economic Prosperity Element
Pacific Ocean
MEXICO
Figure EP-1
Industrial and Prime Industrial Land Identification
Areas Where Prime Industrial Land Policies Apply
Areas Where Prime Industrial Land Policies Apply Under San Diego Unified Port District Jurisdiction
Areas Where Other Industrial Land Policies Apply
Otay Mesa Industrial Land
(Prime industrial lands in Otay Mesa will be identified as part of the community plan update process)
Miles
0 1 2 4 6

Exhibit C

Appendix C, EP-2
Collocation/Conversion Suitability Factors

Area Characteristics	The amount of office and commercial development in the area. The significance of encroachment of the non-industrial uses which has already occurred in the area. The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including: physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends.
Transit Availability	The area is located within one-third mile of existing or planned public transit. The project proponent's ability to provide or subsidize transit services to the project, if public transit service is not planned or is inadequate.
Impact on Prime Industrial Lands	The location of the proposed project adjacent to prime industrial lands and the impact of the proposed project utilization of the prime industrial lands for industrial purposes.
Significance of Residential/ Employment Component	The significance of the proposed residential density to justify a change in land use. If residential is proposed on the same site, the amount of employment space on the site is to be retained.
Residential Support Facilities	The presence of public and commercial facilities generally associated with residential neighborhoods in close proximity to the area, such as recreational facilities, grocery stores, and schools.
Airport Land Use Compatibility	The location of the site in the airport influence area where incompatibilities may result due to adopted Airport Land Use Compatibility Plan policies, Air Installation Compatibility Use Zone Study recommendations, and restrictive use easements.
Public Health	The location of the site in an employment area where significant incompatibilities may result regarding truck traffic, odors, noise, safety, and other external environmental effects.
Public Facilities	The availability of facilities to serve the residential units. Provide public facilities on-site wherever feasible.
Separation of Uses	The adequacy of the separation between industrial and residential properties with regard to hazardous or toxic air contaminants or hazardous or toxic substances. Determine if there are any sources of toxic or hazardous air contaminants, or toxic or hazardous substances, within a quarter mile of the property between proposed residential or other sensitive receptor land uses and proposed properties where such contaminants or substances are located. If so, an adequate distance separation shall be determined on a case-by-case basis based on an approved study submitted by the applicant to the City and appropriate regulatory agencies. If no study is completed, provide a 1000-ft. minimum distance separation between property lines. Uses which are not sensitive receptor land uses, such as most commercial and business offices, retail uses, parking, open space, and public rights-of way can locate between the properties within the separation area.

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March 11, 2013

Anna L. McPherson, Environmental Planner
City of San Diego Development Services Center
1222 First Avenue, MS 501
San Diego, CA 92101

Via Email
DSDEAS@sandiego.gov

RE: Environmental Health Coalition Comments on Draft Barrio Logan Community Plan Update and Draft Environmental Impact Report

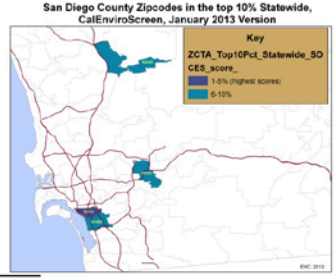
Please accept these comments on behalf of our client, Environmental Health Coalition (EHC), a 32-year old environmental and social justice organization based in the San Diego and Tijuana Region. EHC believes that everyone has a right to live, work, and play in a safe, clean, and healthy environment. As a community-based organization, EHC has over 1000 members in the Barrio Logan and Logan Heights neighborhood. EHC has worked in the community of Barrio Logan for over 25 years, and have advocated for an update of the community plan for over a decade. After city funds ran out for the initial plan update work in 2004, EHC facilitated a community planning process with residents and allies, which resulted in the Barrio Logan Vision. The Barrio Logan Vision was endorsed by over 1100 area residents, community organizations and local businesses.

Since the first public meeting for the Barrio Logan Community Plan Update (BLCPU) in April 2008, EHC has been deeply engaged in raising awareness about the community's concerns, stimulating community involvement, and supporting a community-visioning process that helped form the current draft of the BLCPU. It is in this capacity that EHC provides the following comments on the proposed BLCPU and the accompanying Draft Environmental Impact Report (DEIR).

I. The BLCPU Must Address Barrio Logan's Environmental Justice Issues

Barrio Logan ranks in the top 1-5 percent of communities in the state on environmental justice challenges, or "cumulative impacts," as ranked by CalEnviroScreen, a screening model in development by the California Office of Environmental Health Hazards Assessment. The model, to be released formally in the spring of 2013, includes measures of both toxic pollution and community vulnerabilities such as poverty that magnify the health impact of toxic pollution. Within San Diego County, Barrio Logan (92113) ranks number one in the current draft of the model. The map below[1] shows the draft CalEnviroScreen result for San Diego County census zip codes (ZCTAs). The top 10 percent are highlighted.

K-1



[1] CalEPA, 2013: http://www.oehha.ca.gov/ej/cipa011613.html

K-1: Comment noted. The proposed CPU seeks to improve the existing environmental conditions currently experienced in the community by providing a land use plan that includes transitional buffer zones to separate incompatible uses and a requirement that new development projects demonstrate that sites have been remediated if hazardous wastes are present.

This high ranking confirms the community's long-held perception that Barrio Logan is uniquely impacted by its many industries, its proximity to the freeways, and the adjacent waterfront with its shipyards, Naval station, and 10th Avenue Marine Terminal. The urgent need to address the environmental health and social justice issues in Barrio Logan through better land use planning is at the heart of EHC's mission in Barrio Logan. Together with community residents, EHC has pushed for reformed land use since at least 1987. Separation of incompatible land uses, and provision of more affordable housing are the measures by which EHC and the community will judge the success of this effort.

K-1 (cont.)

Through work with community leaders and extensive community outreach efforts, EHC identified core community principles that have driven their participation in the BLCPU process, which are:

1. **Address environmental justice issues.**
    a. Zoning changes to eliminate incompatible land use patterns
    b. Separation and transitional areas to buffer the community from the working waterfront, the Tenth Avenue Marine Terminal and the freeways
2. **Serve the existing community.**
    a. Affordable housing—The new plan should set aggressive goals to preserve Barrio Logan for current residents, prevent displacement and provide affordable housing. All new units should be affordable rentals to serve current need; new affordable units should be proportional to the levels of income in the community. The update process should focus on identifying strategies and funding mechanisms to achieve these goals and safeguard the community against gentrification.
    b. Public facilities—A new plan must fill the current gap in parks, community and recreation centers and basic community services. For example, the Barrio Logan Vision plans to set aside an additional acre for community centers, expand existing parks and create at least four new parks in the community.
    c. Basic services—New commercial and retail development —such as a pharmacy—should occur to fill the needs of the community, should offer small business opportunities for community residents, and should create good jobs with living wages and benefits.
    d. Preserving history and character—Revitalization should honor the Latino history and culture of the community, preserving what is there and providing opportunities for new creativity and expression. It is important to residents that the family-style, low-rise profile that embraces the Latino character of the community be preserved for future generations

K-2

In light of these core community principles, one of the proposed alternatives is clearly superior to the other. With respect to the environmental ramifications of adopting and implementing the BLCPU, one alternative will most certainly result in fewer significant environmental impacts. This is evident even though the DEIR does not analyze or present the differences between the two proposed scenarios with the appropriate level of detail. Notwithstanding these DEIR deficiencies, the underlying data still supports Scenario 1/Alternative 1[2] as the environmentally superior alternative between the two. Further, as detailed below, Scenario 1 meets more of the project objectives and results in less significant impacts to the environment.

K-3

[2]The BLCPU refers to the two proposed alternatives as Scenario 1 and Scenario 2, while the DEIR sometimes refers to them as Alternative 1 and Alternative 2. The labels are used interchangeably herein.

K-2: Comment noted. The objectives identified for the proposed CPU reflect these principles. This comment does not address the adequacy of the EIR.

K-3: The impacts for both scenarios as outlined in Table S-1 are analyzed at an adequate level of specificity as this is a program level document prepared to analyze a community plan. At the plan level, the significant and unmitigable impacts of the two scenarios are generally the same. Where differences do occur, they are disclosed in the document (e.g., Section 4.2, Transportation/Circulation; 4.3, Air Quality; and 4.15, Greenhouse Gas Emissions), but the level of significance is significant for both. The analysis is consistent with the requirements of CEQA for a program-level EIR, and details of future projects cannot be known at this time.

It should be noted that after reviewing and considering public input on the scenarios, Scenario 1 was chosen as the Preferred Plan. Although, both scenarios implement the objectives of the proposed CPU, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns. As a result, staff is recommending Scenario 1 for adoption by the City Council.

We urge the City to make these distinctions more clear, and to fill data gaps where necessary to inform the public and decision-makers. This is particularly true where the DEIR summarily (and improperly) concludes impacts of Scenario 2 are less than significant. (See *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4th 1099, 1111; *San Joaquin Raptor/Wildlife Rescue Ctr. v. County of Stanislaus* (1994) 27 Cal App. 4th 713). Unless the DEIR is amended to disclose the significant environmental impacts that will result from Scenario 2, it will fail to meet the CEQA mandate of informed decision making and public participation. (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d. 533). K-3 (cont.)

II. Scenario 1 More Fully Meets Barrio Logan Community Plan Update Project Objectives

The BLCPU DEIR identifies six primary project objectives pursuant to CEQA Guideline section 15124 (DEIR, p3-5, 3-10). Objectives 1, 2, and 3 are equally met by the two proposed alternatives. However, Scenario 1 more fully meets the remaining objectives. Objective 4 of the project is to create a transition zone along Main Street to reduce collocation effects. This area is meant to promote land uses that will not have adverse impacts to either the residential uses to the east of Main Street, or industrial uses to west of Harbor Drive. (DEIR, p. 3-5). Scenario 1 provides for Community Commercial and Neighborhood Commercial in the transition zone between the Port's industrial uses and the industrial area in southeast Barrio Logan. In contrast, Scenario 2 places Office Commercial and Maritime Oriented Use in the transition zone.

The commercial uses in Scenario 1 will not have an adverse impact on either residential uses or the industrial uses in the Port's influence area. These commercial uses will serve both residents of Barrio Logan and employees to the west of Harbor Drive. (See, BLCPU, p. EP-4 ["There are a variety of commercial uses within Barrio Logan that not only serve residential customers but also provide other important goods and services to other business and industries such as those on the waterfront and the Navy."]).

In contrast, the maritime oriented uses in Scenario 2 will cause various significant environmental impacts, including adverse impacts to the residents of Barrio Logan. As detailed below, impacts to noise, water supply, hazardous materials, air quality, greenhouse gas emissions, and land use will result from Scenario 2 implementation. Further, Scenario 2 would not comply with the Port of San Diego Transition Zone Policy. K-4

Likewise, project Objective 6, to promote a multi-modal transportation strategy, is hindered by the maritime oriented use in the transition zone of Scenario 2. The BLCPU pedestrian and bicycle-friendly street concept is at odds with the infrastructure needs and design of maritime oriented development. Scenario 2's enclosed buildings and screened facilities, combined with increased truck traffic, will serve as a barrier to increased walking and biking in Barrio Logan. Scenario 1, on the other hand, is not subject to the restrictions of Scenario 2, nor will it significantly impact the environment in a manner that disincentivizes alternative modes of transportation. Scenario 1 will foster pedestrian-friendly street frontages, engaging pedestrians traveling between Barrio Logan neighborhoods. K-5

Lastly, Objective 5, to retain "an adequate supply of maritime-oriented uses" can be met equally by both scenarios. Scenario 1 allows maritime oriented commercial, but unlike Scenario 2, does not foreclose other commercial development in the transition zone. If the maritime-oriented businesses are required, they can be built with a Conditional Use Permit. This approval process ensures there will be an adequate supply of maritime uses, while also enabling other community-serving commercial uses to be located within the transition zone. Moreover, a strict reading of the project objective indicates the goal is to maintain maritime-oriented *industrial* land supply. (DEIR, p. 3-10). The transition zone in Scenario 2 would be zoned maritime oriented *commercial*, not industrial. K-6

Thus, Scenario 1 meets more of the project objectives. As detailed below, Scenario 1 also results in less significance impacts.

K-4: Comment noted. Section 3 of the PEIR states that "Scenario 1 provides slightly more emphasis on uses that support the community residential development, while Scenario 2 focuses on intensive commercial and industrial uses, including the inclusion of a maritime-oriented commercial land use adjacent to the Port District lands along the waterfront." (page 3-13) Regarding the Port of San Diego Transition Zone Policy, Section 4.1 of the PEIR states that both scenarios would comply with all plans and policies except for the City of San Diego (noise policies). The analysis is consistent with the requirements of CEQA for a program-level PEIR. As noted above, after reviewing public input on the scenarios, Scenario 1 was chosen as the Preferred Plan. While both scenarios implement the objectives of the CPU, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns, and is recommending it for adoption by the City Council.

K-5: Comment noted. Section 3 of the PEIR states that "Scenario 1 provides slightly more emphasis on uses that support the community residential development, while Scenario 2 focuses on intensive commercial and industrial uses, including the inclusion of a maritime-oriented commercial land use adjacent to the Port District lands along the waterfront." (page 3-13). All future development proposals will be subject to the urban design policies, which require pedestrian-friendly design elements regardless of type of land use.

K-6: Comment noted. Project Objective Number 5 states: "Maintain Maritime-Oriented Industrial Land Supply: Retain an adequate supply of maritime-oriented uses to meet the current and future needs of the maritime-oriented ship building businesses and the City's economy." The Draft PEIR correctly analyzes and determines that both land use scenarios implement this project objective. Although the Transition Area land use and zoning differs in each scenario, both land use and implementation programs were carefully developed to implement this project objective. Both scenarios also include the designation of heavy industrial land uses south of Wabash Boulevard and west of Harbor Drive. Residential uses will not be allowed within these areas to further incentivize the location of future maritime-oriented industrial uses within this heavy industrial designation. Additionally, both scenarios allow maritime-oriented uses in the Coastal Overlay Zone through differing discretionary processes. These uses may include industrial and commercial uses that cater to maritime industry.

III. The DEIR Fails to Adequately Analyze and Differentiate Scenarios 1 and 2

The DEIR purports to analyze the proposed project – the BLCPU – through two different scenarios, "developed in order to allow decision-makers to weigh the merits and environmental impacts of each scenario and to select one scenario, a hybrid, or an alternative for approval." (DEIR, p. S-3). The DEIR evaluates the "two land use scenarios at an equal level of detail throughout." (*Id.*). Unfortunately, this equal level of detail results in a superficial examination of the significance of the impacts of the two proposed alternatives in order to minimize the difference between the two.[3] This frustrates the purpose of CEQA to aid decision-makers (and the public) in weighing the merits and impacts of each scenario. (CEQA Guideline §15151 ["An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences."...]; see also, *Napa Citizens for Honest Gov't v. Napa County Bd Of Supervisors* (2001) 91 CalApp4th 342, 356). The lead agency is "charged with considering, discussing and analyzing the environmental impacts of the proposed program, taking into account all phases of the program when evaluating its effect on the environment." (*Californians for Alternatives to Toxics v. Department of Food & Agriculture*, 136 (2005) Cal. App. 4th 1, 13, citing PRC §21100(a) and CEQA Guidelines § 15126). K-7

In order to enable informed public comment and decision making, the DEIR must provide greater specificity with respect to several impact areas. Specific topic areas requiring further analysis are highlighted below.

A. Community Connectivity and Transit-Oriented Development

Both the BLCPU and the DEIR stress the importance of multi-modal transportation and alternatives to driving. The BLCPU relies, in part, on the pedestrian-oriented corridors linking residential areas to the Community Village, public transportation, and recreational opportunities such as Chicano Park and Chollas Creek, in order to incentivize walking as a means of transportation. (DEIR, p.3.0-36). For example, the Community Village is designed to meet the needs of the pedestrian first, and buildings will be designed to reflect a human scale. (BLCPU, p.LU-12). Policy 2.7.15 also requires inclusion of active uses fronting the sidewalk such as retail services to engage and enliven the street (*Id*at LU-16). Likewise, Policy 3.3.5 also calls for implementation of the Boston Avenue Linear Passive Park Trail and enhancement of the pedestrian connection through this area. (BLCPU, ME-7). These policies reflect the need for pedestrian linkages between the community areas.

In order to link the eastern part of Barrio Logan with the western and Community Village area, these corridors should include uses that are consistent with Policies 2.7.15 and 3.3.5. Scenario 2 is at odds with these policies. For example, under Scenario 2, residents or employees traveling from the eastern-most section of Boston Avenue toward either the Barrio Logan trolley station or the Community Village would be walking through a transition zone of heavy commercial and maritime-oriented use. These marine-oriented uses will be screened and/or enclosed, creating a walled-off, unpleasant experience for pedestrians. K-8

Indeed, BLCPU policies acknowledge the opposing objectives of maritime uses and pedestrians. BLCPU Policy 2.7.19 is to "[e]nhance the infrastructure and working environment within areas designated for maritime uses to better serve businesses and industry." (BLCPU, p. LU-16, emphasis added). Thus,

[3] It would be especially helpful to the public and decision-makers if the DEIR contained a table which detailed side-by-side comparisons of the environmental impacts of the two scenarios. For example, the alternatives analysis Table 9-1 Comparison of Alternatives lists all the alternatives (including Scenarios 1 and 2) and though impact areas may be significant and unmitigable for both the project and the alternative, the Table reflects whether alternative impacts are the same, greater or lesser. This level of analysis should be provided for Scenarios 1 and 2.

K-7: Refer to Response to Comment K-3.

K-8: The recommendation that the specified corridors should include uses consistent with the policies is noted. The statement that marine-oriented uses will be screened and/or enclosed, creating a walled-off, unpleasant experience for pedestrians is speculative and unsubstantiated based upon the requirement for future projects to demonstrate compliance with policies of the proposed CPU and zoning regulations. Since no specific projects have been identified for development within the proposed Transition Area, the analysis of Scenario 2 provided in the PEIR and summarized in Table S-1 provides a program-level review. All future projects within the Transition Area will be subject to discretionary review and will be evaluated for conformance with the proposed CPU and policies therein. The proposed CPU provides a more cohesive plan and specific policies to guide future development as compared to the existing adopted plan, while still providing sufficient land for commercial and industrial uses near the working waterfront.

Multiple policies are included in the proposed CPU to guide development within the Transition Area and on lands designated Heavy Commercial or Industrial. For example, proposed CPU Policies 2.5.4, 2.5.5, and 2.5.8 call for minimization of conflicts with incompatible uses through building design and truck restrictions to balance the needs of the heavy industrial businesses and residences; encourage new industrial buildings to be designed to better integrate with the surrounding neighborhood; and call for integration of transit within employment areas and creation of safe and direct bicycle and pedestrian connections to provide multi-modal access. Additional policies applicable within the Transition Area provide for active uses fronting the sidewalk, such as retail services, to engage and enliven the street, and measures to ensure that Heavy Commercial uses (applicable to Scenario 2) do not cause negative effects on the surrounding community through use of screening. Policies also call for projects to include elements that contribute to the pedestrian nature of the community by providing landscaping, a minimum of 10-foot-wide sidewalks, and shade producing trees. Implementation of these and additional policies of the proposed CPU as future specific projects are proposed will serve to improve community connectivity and the experience of pedestrians and bicyclists who may be passing by. However, it should be noted that after reviewing and considering public input on the scenarios, Scenario 1 was chosen as the Preferred Plan. Although both scenarios implement the objectives of the proposed CPU, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns. As a result, staff is recommending Scenario 1 for adoption by the City Council.

III. The DEIR Fails to Adequately Analyze and Differentiate Scenarios 1 and 2

The DEIR purports to analyze the proposed project – the BLCPU – through two different scenarios, "developed in order to allow decision-makers to weigh the merits and environmental impacts of each scenario and to select one scenario, a hybrid, or an alternative for approval." (DEIR, p. S-3). The DEIR evaluates the "two land use scenarios at an equal level of detail throughout." (*Id.*). Unfortunately, this equal level of detail results in a superficial examination of the significance of the impacts of the two proposed alternatives in order to minimize the difference between the two.[3] This frustrates the purpose of CEQA to aid decision-makers (and the public) in weighing the merits and impacts of each scenario. (CEQA Guideline §15151 ["An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences."...]; see also, *Napa Citizens for Honest Gov't v. Napa County Bd Of Supervisors* (2001) 91 CalApp4th 342, 356). The lead agency is "charged with considering, discussing and analyzing the environmental impacts of the proposed program, taking into account all phases of the program when evaluating its effect on the environment." (*Californians for Alternatives to Toxics v. Department of Food & Agriculture*, 136 (2005) Cal. App. 4th 1, 13, citing PRC §21100(a) and CEQA Guidelines § 15126).

In order to enable informed public comment and decision making, the DEIR must provide greater specificity with respect to several impact areas. Specific topic areas requiring further analysis are highlighted below.

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In order to link the eastern part of Barrio Logan with the western and Community Village area, these corridors should include uses that are consistent with Policies 2.7.15 and 3.3.5. Scenario 2 is at odds with these policies. For example, under Scenario 2, residents or employees traveling from the eastern-most section of Boston Avenue toward either the Barrio Logan trolley station or the Community Village would be walking through a transition zone of heavy commercial and maritime-oriented use. These marine-oriented uses will be screened and/or enclosed, creating a walled-off, unpleasant experience for pedestrians.

Indeed, BLCPU policies acknowledge the opposing objectives of maritime uses and pedestrians. BLCPU Policy 2.7.19 is to "[e]nhance the infrastructure and working environment within areas designated for maritime uses to better serve businesses and industry." (BLCPU, p. LU-16, emphasis added). Thus, K-9a

[3] It would be especially helpful to the public and decision-makers if the DEIR contained a table which detailed side-by-side comparisons of the environmental impacts of the two scenarios. For example, the alternatives analysis Table 9-1 Comparison of Alternatives lists all the alternatives (including Scenarios 1 and 2) and though impact areas may be significant and unmitigable for both the project and the alternative, the Table reflects whether alternative impacts are the same, greater or lesser. This level of analysis should be provided for Scenarios 1 and 2.

K-9a: Comment noted. The proposed CPU improves the existing condition, which currently allows a range of incompatible uses to collocate throughout the community and does not provide for transitional buffer zones between incompatible uses, as do the proposed CPU scenarios. The PEIR analysis and conclusions are based upon the fact that regardless of the Scenario (1 or 2), projects within the proposed Transition Area are subject to discretionary review and approval. Future uses will be reviewed for conformance with and required to demonstrate the Urban Design Elements of the General Plan and the proposed CPU; specifically, proposed CPU Urban Design Element Policies 4.1.1 through 4.1.12 and 4.1.21 through 4.1.28. These measures provide guidelines that encourage high-quality design and focus on streetscape aesthetics and safety regardless of location within the proposed CPU area. Proposed CPU policies 4.1.21 through 4.1.28 provide building and sidewalk policies specifically intended to enhance the public's experience regardless of travel mode. Proposed plan policies also require projects to be designed with adequate setbacks; to locate parking, service, and loading access at the rear of buildings; and/or to provide screening with living walls, public art, and lighting design. Policy 4.1.27 specifically prohibits chain-link fencing on parcels adjacent to the street or public right of way. Furthermore, policies in the proposed CPU Mobility Element call for pedestrian enhancements at transit stops, provisions for public gathering spaces along Cesar E. Chavez Parkway and Harbor Drive, and installation of missing sidewalk and curb ramps on community streets. Bicycle path enhancements, including facilities in the proposed Chollas Creek Linear Park connecting to Boston Avenue, a designated Complete Street, are proposed as shown on Figure 3-5 of the proposed CPU. Policy 3.2.4 specifically calls for street treatments and signage on pedestrian routes to and from each of the three trolley stations to highlight their presence, and Policies 3.5.1 to 3.5.3 address the need for safe, convenient, and attractive bicycle facilities connecting Barrio Logan with the citywide bicycle network. Again, please note, after reviewing public input on the scenarios, Scenario 1 was chosen as the Preferred Plan. While both scenarios implement the objectives of the CPU, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns, and is recommending it for adoption by the City Council.

under Scenario 2, the focus in maritime-oriented zones will be on businesses and industry – not pedestrians.[4]

K-9a (cont.)

At the same time, the DEIR recognizes the importance of pedestrian linkages to community connectivity:

> The siting of mixed uses in proximity to each other, the provision of enhanced pedestrian corridors and bicycle amenities, and the planned changes to the street network would additionally serve to foster community connectivity. (DEIR, p. 4.1-49, emphasis added).

However, because the DEIR fails to acknowledge the Scenario 2 transition zone as an impediment to pedestrian or bicycle linkages, it erroneously concludes Scenario 1 and 2 will have similar environmental impacts to community division:

> The Scenario 1 land use plan provides a reduction in industrial uses within the proposed CPU that would provide a slightly more cohesive mix of residential over the Scenario 2 land use plan. However, these differences are negligible, and impacts from either scenario would be less than significant. (DEIR, p.4.1-49).

Scenario 2 will sever the Boston Avenue residential area and Chollas Creek from the Community Village and Barrio Logan trolley station. Without explanation or analysis, the DEIR simply dismisses this as a "negligible" difference. (*Id.*)

K-9b

As a general matter the EIR must present facts and analysis, not simply the bare conclusions or opinions of the agency. (*Citizens of Goleta Valley v. Board of Supervisors, (1990)52 Cal. 3d 553, 568; see also. Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn. (1986) 42 Cal.3d 929, 935; Laurel Heights Improvement Assn. v. Regents of University of California*, (1988) 47 Cal. 3d 376at pp. 404-405). Further, the level of detail required in addressing particular impacts should be "in proportion to their severity and probability of occurrence." (CEQA Guidelines § 15143). Given the importance of community cohesiveness to the BLCPU, and the significance of disrupting or dividing the residential areas of Barrio Logan, the DEIR cannot summarily assume Scenario 2 will not result in significant impacts to community cohesiveness. (DEIR, pp. 4.1-4-50).

B. Port District Transition Zone Policy

The DEIR is peppered with brief reference to the Port Transition Zone Policy, but fails to adequately describe both its intent and the proposed project's compliance therewith under Scenario 2. The Port's Policy 275 calls for the following:

> The transition zone should be a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas and concurrently preserve the maritime industrial jobs cluster. Typically this could be accomplished by a "transition zone" comprised of uses including but not strictly limited to, office space and greenbelt area adjacent to residential areas, bordering streets, transit corridors and boulevards, parking and high-quality maritime administrative office facilities. (Port Transition Zone Policy 275, p. 3).

[4] Surprisingly, pursuant to the DEIR, under Scenario 1 transit use would apparently increase less than under Scenario 2. (DEIR, pp. 4.2-58-89). However, the DEIR provides no explanation or supporting information regarding the calculation of these figures. The traffic study refers to the transit forecast model, but does not explain the reason for higher transit use in Scenario 2, nor does it explain the transit forecast model. The DEIR is equally devoid of modeling assumptions used in the transit forecast model. This missing information is necessary to foster informed public comment and decisionmaking. The discussion of impacts is acceptable if it provides sufficient information and analysis to allow the public to discern the basis for the agency's impact findings. (*Association of Irritated Residents v.County of Madera* (2003) 107 Cal.App.4th 1383, 1397). The DEIR has failed to meet this standard here.

K-9b: Neither Scenario 1 nor Scenario 2 will sever the Boston Avenue residential area and Las Chollas Creek from the Community Village and Barrio Logan trolley station. As indicated Section 3.0, Project Description in the PEIR, Boston, National, and Harbor avenues are designated "Complete Streets". The concept of a Complete Street is to promote safe and attractive access and travel. The Complete Street designation is applied regardless of the scenario (see proposed CPU Section 3.1) and will serve to facilitate linkages within the community. Main Street and a parallel alley are designated as part of the "Enhanced" street and alley grid system, Boston Avenue connects to the Chollas Creek Passive Park and Historic Core Area. As future projects are proposed, conformance to proposed CPU policies would enhance the experience of residents traveling between residential areas of the community and Las Chollas Creek, and between the Boston Avenue residential area and the Community Village or Barrio Logan trolley station as compared to the existing condition. See also response to comment K-8 and K-9a above.

under Scenario 2, the focus in maritime-oriented zones will be on businesses and industry – not pedestrians.[4]

At the same time, the DEIR recognizes the importance of pedestrian linkages to community connectivity:

> The siting of mixed uses in proximity to each other, the provision of enhanced pedestrian corridors and bicycle amenities, and the planned changes to the street network would additionally serve to foster community connectivity. (DEIR, p. 4.1-49, emphasis added).

However, because the DEIR fails to acknowledge the Scenario 2 transition zone as an impediment to pedestrian or bicycle linkages, it erroneously concludes Scenario 1 and 2 will have similar environmental impacts to community division:

> The Scenario 1 land use plan provides a reduction in industrial uses within the proposed CPU that would provide a slightly more cohesive mix of residential over the Scenario 2 land use plan. However, these differences are negligible, and impacts from either scenario would be less than significant. (DEIR, p.4.1-49).

Scenario 2 will sever the Boston Avenue residential area and Chollas Creek from the Community Village and Barrio Logan trolley station. Without explanation or analysis, the DEIR simply dismisses this as a "negligible" difference. (*Id.*)

As a general matter the EIR must present facts and analysis, not simply the bare conclusions or opinions of the agency. (*Citizens of Goleta Valley v. Board of Supervisors, (1990)52 Cal. 3d 553, 568; see also. Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn. (1986) 42 Cal.3d 929, 935; Laurel Heights Improvement Assn. v. Regents of University of California*, (1988) 47 Cal. 3d 376at pp. 404-405). Further, the level of detail required in addressing particular impacts should be "in proportion to their severity and probability of occurrence." (CEQA Guidelines § 15143). Given the importance of community cohesiveness to the BLCPU, and the significance of disrupting or dividing the residential areas of Barrio Logan, the DEIR cannot summarily assume Scenario 2 will not result in significant impacts to community cohesiveness. (DEIR, pp. 4.1-4-50). K-10

B. Port District Transition Zone Policy

The DEIR is peppered with brief reference to the Port Transition Zone Policy, but fails to adequately describe both its intent and the proposed project's compliance therewith under Scenario 2. The Port's Policy 275 calls for the following:

> The transition zone should be a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas and concurrently preserve the maritime industrial jobs cluster. Typically this could be accomplished by a "transition zone" comprised of uses including but not strictly limited to, office space and greenbelt area adjacent to residential areas, bordering streets, transit corridors and boulevards, parking and high-quality maritime administrative office facilities. (Port Transition Zone Policy 275, p. 3).

[4] Surprisingly, pursuant to the DEIR, under Scenario 1 transit use would apparently increase less than under Scenario 2. (DEIR, pp. 4.2-58-89). However, the DEIR provides no explanation or supporting information regarding the calculation of these figures. The traffic study refers to the transit forecast model, but does not explain the reason for higher transit use in Scenario 2, nor does it explain the transit forecast model. The DEIR is equally devoid of modeling assumptions used in the transit forecast model. This missing information is necessary to foster informed public comment and decisionmaking. The discussion of impacts is acceptable if it provides sufficient information and analysis to allow the public to discern the basis for the agency's impact findings. (*Association of Irritated Residents v.County of Madera* (2003) 107 Cal.App.4th 1383, 1397). The DEIR has failed to meet this standard here.

K-10: See responses to comments K-8, K-9a, and K-9b above. As discussed in the PEIR, existing developed land uses, the baseline condition, reflect a mix of inconsistent uses as discussed in Section 4.1.1.1 and shown on Figure 4.1-1.

A focus of the proposed CPU was to address incompatible land uses and facilitate community cohesiveness by designating appropriate land uses and zoning and encouraging redevelopment consistent with the project objectives. The PEIR analysis and conclusion of impacts is based upon the existing condition, the urban developed nature of the proposed CPU area, and the existing mix of land uses that have resulted in incompatibilities. The PEIR considers and analyzes impacts associated with proposed land use changes within five designated neighborhood areas proposed in the CPU.

The PEIR considered conformance of Scenario 1 and Scenario 2 to applicable plans and policies, including the Urban Design Element. The impacts discussion presented throughout the PEIR and specifically in Sections 4.1.3.1, 4.1.5.1, and 4.1.6.1 show that both Scenario 1 and Scenario 2 address existing incompatibilities and encourage neighborhood cohesiveness by concentrating residential and neighborhood services in the designated Community Village, Historic Core, and Boston Avenue portion of the Boston and Main Street Corridor Areas. The proposed Transition Area provides separation between industrial uses and more sensitive residential uses to reduce collocation issues. For Scenario 2, Heavy Commercial uses anticipated in the Transition Area include retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, vehicular sales, and services that cater to the maritime industries. Policies specific to Scenario 2 are identified to address future development of heavy commercial uses within the Transition Area (e.g., Policies 2.7.14 and 2.7-17, which prohibit residential development in the Transition Area and provide for review to ensure that uses would not result in negative environmental effects on the surrounding community).

Compared to the existing conditions, land cohesiveness would be improved with implementation of either Scenario 1 or Scenario 2 as discussed in the PEIR Section 4.1.

under Scenario 2, the focus in maritime-oriented zones will be on businesses and industry – not pedestrians.[4]

At the same time, the DEIR recognizes the importance of pedestrian linkages to community connectivity:

> The siting of mixed uses in proximity to each other, the provision of enhanced pedestrian corridors and bicycle amenities, and the planned changes to the street network would additionally serve to foster community connectivity. (DEIR, p. 4.1-49, emphasis added).

However, because the DEIR fails to acknowledge the Scenario 2 transition zone as an impediment to pedestrian or bicycle linkages, it erroneously concludes Scenario 1 and 2 will have similar environmental impacts to community division:

> The Scenario 1 land use plan provides a reduction in industrial uses within the proposed CPU that would provide a slightly more cohesive mix of residential over the Scenario 2 land use plan. However, these differences are negligible, and impacts from either scenario would be less than significant. (DEIR, p.4.1-49).

Scenario 2 will sever the Boston Avenue residential area and Chollas Creek from the Community Village and Barrio Logan trolley station. Without explanation or analysis, the DEIR simply dismisses this as a "negligible" difference. (*Id.*)

As a general matter the EIR must present facts and analysis, not simply the bare conclusions or opinions of the agency. (*Citizens of Goleta Valley v. Board of Supervisors, (1990)52 Cal. 3d 553, 568; see also. Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn. (1986) 42 Cal.3d 929, 935; Laurel Heights Improvement Assn. v. Regents of University of California*, (1988) 47 Cal. 3d 376at pp. 404-405). Further, the level of detail required in addressing particular impacts should be "in proportion to their severity and probability of occurrence." (CEQA Guidelines § 15143). Given the importance of community cohesiveness to the BLCPU, and the significance of disrupting or dividing the residential areas of Barrio Logan, the DEIR cannot summarily assume Scenario 2 will not result in significant impacts to community cohesiveness. (DEIR, pp. 4.1-4-50).

B. Port District Transition Zone Policy

The DEIR is peppered with brief reference to the Port Transition Zone Policy, but fails to adequately describe both its intent and the proposed project's compliance therewith under Scenario 2. The Port's Policy 275 calls for the following:

> The transition zone should be a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas and concurrently preserve the maritime industrial jobs cluster. Typically this could be accomplished by a "transition zone" comprised of uses including but not strictly limited to, office space and greenbelt area adjacent to residential areas, bordering streets, transit corridors and boulevards, parking and high-quality maritime administrative office facilities. (Port Transition Zone Policy 275, p. 3).

K-11

[4] Surprisingly, pursuant to the DEIR, under Scenario 1 transit use would apparently increase less than under Scenario 2. (DEIR, pp. 4.2-58-89). However, the DEIR provides no explanation or supporting information regarding the calculation of these figures. The traffic study refers to the transit forecast model, but does not explain the reason for higher transit use in Scenario 2, nor does it explain the transit forecast model. The DEIR is equally devoid of modeling assumptions used in the transit forecast model. This missing information is necessary to foster informed public comment and decisionmaking. The discussion of impacts is acceptable if it provides sufficient information and analysis to allow the public to discern the basis for the agency's impact findings. (*Association of Irritated Residents v.County of Madera* (2003) 107 Cal.App.4th 1383, 1397). The DEIR has failed to meet this standard here.

K-11: Comment noted. Note that the Port Transition Policy number referenced in the PEIR was transposed. The PEIR reference to Port Transition Zone Policy 275 has been changed throughout the PEIR to correctly reference "Port Transition Policy 725".

The statement quoted from the Project Description (Section 3.3.1.2, Neighborhood Areas, and specifically Section 3.3.1.2.c, Transition Area) was intended as a brief acknowledgement of the Port District's Transition Zone Policy 725. The focus of this section is the identification of the types of land uses considered appropriate for the Transition Area and to indicate support for the general intent of the policy. As the commenter notes, however, the intent of the Port District's Transition Zone Policy is two-fold. The Port District intended to "insulate and protect the integrity and environmental health of residential areas and concurrently preserve the maritime industrial jobs cluster." The Port District acknowledges that this could be accomplished by a series of graduated land uses located in a transition zone composed of uses, but not strictly limited to, such as office space and greenbelt areas, parking, and high-quality maritime administrative office facilities. Both Scenarios 1 and 2 provide a Transition Area that contains land uses that are compatible with the Port District's Transition Zone Policy, and both prohibit residential uses to further protect the neighboring residential areas from the impacts of industrial uses; the Draft PEIR's conclusions regarding the consistency of both land use scenarios with the Port District Transition Zone Policy is, therefore, correct. Nevertheless, staff has recommended selection of Scenario 1. While both scenarios implement the objectives of the CPU, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns, and is recommending it for adoption by the City Council.

This language underscores the Policy's focus on protecting the residents near the transition zone. The DEIR, however, incorrectly characterizes the policy as one to "protect the maritime and maritime-related jobs provided by the Port District and to protect existing operations and business. It is also the intent of the policy to minimize conflicts from incompatible uses and to provide a balance between the needs of the Port District and the goals and objectives of the adjacent communities." (DEIR, p. 3-25). The DEIR's characterization of the policy leads the public and decision-makers to believe the Policy emphasis is on protecting maritime industry when the Policy clearly states otherwise:

> The ***primary purpose*** in developing this long-term strategy is to create the balance necessary to protect the neighboring residential areas from the impacts of industrial uses. Striking this balance benefits the working waterfront by providing greater certainty over the future uses, and benefits the residences by providing greater protection to their quality of life. (Port Transition Zone Policy 275, p. 2, emphasis added).

Only by mischaracterizing the Port Policy can the DEIR conclude that the project under Scenario 2 would be consistent with the Policy and would not result in any significant impacts from implementation. (DEIR, p. 4.1-66).

Elsewhere, the DEIR acknowledges Port Policy mandate for separation of industrial and residential land uses, and the safeguarding of the environmental health of neighborhoods. (DEIR, p. 4.1-36). In assessing impacts, however, the DEIR impermissibly lumps both scenarios into the consistency analysis. The DEIR thus ignores Scenario 2's incompatibility with the Port's Policy to allow uses such as office space, greenbelt, transit corridors, and high-quality maritime administrative office facilities – specifically omitting maritime-oriented commercial uses. (Port Transition Zone Policy 275, p.3; DEIR, p. 4.1-36). Notwithstanding the DEIR's cursory assumption, as detailed below, Scenario 2 will result in health impacts to adjacent residential areas and therefore does not comport with the Port Policy.

K-11 (cont.)

C. Greenhouse Gas Impacts

The DEIR GHG emissions analysis fails to provide sufficient detail regarding the project's significant impacts. The DEIR relies on the City "requirement" to demonstrate a 28.3 percent reduction in "business as usual" (BAU) to serve as a significance threshold. (DEIR, p. 4.15-12). However, the DEIR fails to point out the City has not adopted this threshold, and has in fact undermined the use of this purported requirement for other projects. (See Memo MS 59 from City Attorney to Mayor and City Council, p.13, enclosed herewith).

Though the DEIR finds greenhouse gas emissions under both scenarios significant, the DEIR must also provide the analytic route to reaching this conclusion. (See, *Berkeley Keep Jets Over the Bay Comm. V. Board of Port Comm rs* (2001) 91 Cal App. 4th 1344, 1370). The DEIR's bare reliance upon the CARB 2008 Scoping Plan for this purpose is misleading. (DEIR, p. 4.15-12). First, the 2008 Scoping Plan sets a suggested local target of 15 percent below then-current levels by 2020. (2008 Scoping Plan, p. 27). The 30 percent reduction target for 2020 BAU was a statewide target, not CARB's local target. (2008 Scoping Plan, p ES-1). Additionally, the CARB analysis did not specifically find that meeting the CARB interpretation of AB 32 targets would result in less than significant cumulative impacts to greenhouse gas emissions. (*Californians for Alternatives to Toxics v. Department of Food & Agriculture*, 2005) 136 Cal. App. 4th 1, 17 ["Compliance with the law is not enough to support a finding of no significant impact under the CEQA."]). The DEIR's reliance on the CARB Scoping Plan and 28.3 percent reduction to BAU for its CEQA threshold is thus misplaced.

K-12a

The DEIR also fails to present the current baseline greenhouse gas emissions and the 2020 BAU greenhouse gas emissions. The significance of impacts is measured against the baseline: the environment is the existing "physical condition." (CEQA Guideline §15360). Indeed the DEIR mentions CEQA Guideline section 15064.4, but entirely omits section (b), which states a lead agency should consider the "extent to which project may increase or reduce greenhouse gas emissions as compared to

K-12b

K-12a: Few lead agencies have adopted thresholds for evaluating GHG impacts. While the APCD has not adopted thresholds, the City of San Diego relies upon the California Air Resources Board as the agency knowledgeable in GHGs. The 28.3 percent reduction goal is based on CARB's 2020 BAU forecast model developed in 2008, which represents the net GHG emissions that would be expected to occur without any GHG project-reducing features or mitigation. CARB estimated that annual statewide GHG emissions would reach 596 $MMTCO_2E$ by 2020 under BAU. To achieve the 1990 emissions levels of 427 $MMTCO_2E$, a 169 MMTCO2E (or approximate 28.3 percent) reduction in BAU emission was thus determined to be needed by 2020. This is shown in Table 8 of the Greenhouse Gas Analysis report. Thus, the 28.3 percent reduction goal is based on substantial evidence from CARB's scoping plan analysis. The City has also used this as a reduction goal by precedence. Additionally, as stated in Section 3.2.3.3 of the Greenhouse Gas Technical Analysis, CARB is mandated to update the Scoping Plan at least once every five years to allow evaluation of progress made and to correct the Scoping Plan's course where necessary. In 2010, CARB revised its 2020 BAU projections to account for the economic downturn and other factors. The revised forecast indicates a lower reduction goal for future development.

Additionally, a California appellate court held that (1) lead agencies are not required to use the significance thresholds in the CEQA Guidelines, and (2) lead agencies may adopt their own significance thresholds for a particular project even if such thresholds have not been adopted on a general basis applicable to all projects in the lead agency's jurisdiction.

K-12b: The existing Year 2010 GHG emissions are calculated and presented in Section 4.15.1.1(b). The emissions are based on the existing land uses in the proposed CPU area. The calculations shown in Table 4.15-1 for the existing condition and Table 4.15-4 for the future condition show an increase in emissions that would occur compared to the existing environmental setting. However, while the existing emissions are presented to allow for an existing to future comparison, the determination of significance is based on future proposed CPU emissions with GHG-reducing design features and local and statewide measures aimed at reducing GHG emissions, and future proposed CPU BAU emissions. For comparison to the 28.3 percent reduction goal, 2020 BAU emissions were also calculated. As discussed in response to comment K-12a above, the 28.3 percent reduction goal is based on best available information and substantial evidence. It is shown that emissions under Scenario 2 would be greater than emissions under Scenario 1. Using the 28.3 percent reduction threshold, GHG impacts under both Scenarios 1 and 2 were found to be significant.

the existing environmental setting."(CEQA Guideline §15064.4(b)(1)). The DEIR completely fails to do so here. As a result, the difference between Scenario 1 and 2 is once again inadequately presented.

Using the unsubstantiated threshold of 28.3 percent below BAU, the DEIR finds both Scenario 1 and 2 would result in significant, unmitigable impacts to greenhouse gas (GHG) emissions. Scenario 1, however, results in significantly lower GHG emissions than Scenario 2. (Appendix I, p. 2; DEIR, p.4.15-20). Scenario 2 results in almost 10 percent more GHG emissions than Scenario 1, in great part due to increased VMT, energy use, and water use. (*Id.*).

K-12b (cont.)

In addition, the DEIR fails to note that only Scenario 1 meets all the four of the Climate Change and Sustainability policy goals in the BLCPU. (Barrio Logan Community Plan, p. CE-2). Specifically, Policy 8.1.3 requires preservation and enhancement of Barrio Logan's attributes as a walkable community to provide residents with alternatives to driving, thus reducing vehicle miles traveled and fostering a healthy community. (*Id.*). Scenario 2 does not meet this policy goal as it results in greater VMT-related GHG emissions, and does not foster a walkable pedestrian corridor through the transition zone. (See Section II.A).

K-13

D. Air Quality Impacts

a. Truck Traffic

In San Diego, 80 percent of air pollution is caused by fossil fuel burning vehicles. (Barrio Logan Community Plan, p. CE-4). The most harmful emissions come from diesel fuel emissions, and in the project area, the majority of these emissions come from transporting goods on trucks through the community. (*Id.* at pp. CE-4-5). To address these impacts, the BLCPU mobility element includes a goal to provide safe and efficient truck routes that minimize negative impacts. (BLCPU, p. ME-2). Policy 2.5.4 also seeks to provide a balance between industrial land uses and residences through truck restrictions. (BLCPU, p. LU-11).

Notwithstanding current restrictions, truck traffic through Barrio Logan remains an issue.

> Environmental Health Coalition (EHC) reported that despite these regulations and programs, truck trips to and from the Port District cargo terminals increased between the first and third quarters of 2010, from 11,000 to 13,000 trips per day (EHC 2011).(DEIR, p. 4.3-25; see also, Traffic Study, p. 3-29).

Ignoring this reality, the DEIR air quality analysis "only considers truck traffic on the proposed truck routes." (DEIR, p. 4.3-43). Thus, the DEIR fails to quantify impacts to residential areas or sensitive receptors when trucks travel outside the designated truck routes. This results in significant underestimation of air quality impacts under Scenario 2, as the proposed truck routes for the two scenarios are the same, while the DEIR traffic study reveals that *actual* truck traffic volumes under the two scenarios clearly differ. Scenario 2 is anticipated to result in 50 percent more daily truck traffic through the residential and transition zone area than Scenario 1. (Traffic Study, p. 7-6, Figures 7-2 and 7-3).

K-14

The significance of truck traffic for community health is underscored by air quality monitoring data collected by the San Diego Air Pollution Control District (APCD) in Barrio Logan (the "Downtown" monitor in the table below), and two other sites within San Diego County. At these three sites, APCD collects and analyzes carbon speciation data, which quantifies the proportions of the carbon component of fine particulate matter (PM2.5) that are elemental carbon (EC) or organic carbon (OC). Because diesel exhaust contains relatively more EC than gasoline exhaust does, a higher proportion of EC indicates that more of the particulate matter in the air derives from diesel – a designated toxic air contaminant.

K-15

K-13: While Scenario 2 would result in more VMT than Scenario 1, as discussed in Section 4.15.4.1(b), both scenarios would reduce VMT by increasing allowable residential densities and adding opportunities for development of residential/commercial mixed use to support development of a Community Village. This reduces VMT by bringing people closer to their work and providing pedestrian connections to retail, commercial, and residential units The project-specific daily trip rates took into account the proposed CPU increased density under each scenario, diversity or mixed-use, improved walkability, and transit accessibility. The proposed CPU transit improvements, increase of multi-family residential, and constrained parking, which are included in both Scenario 1 and Scenario 2, would have the potential to reduce local trip length and VMT. It can be concluded, therefore, that both Scenarios 1 and 2 are consistent with Policy 8.1.3.

K-14: The truck route under Scenarios 1 and 2 would be the same, but the truck volumes would differ. The truck route analysis of diesel-exhaust particulate matter calculated the health risk under both scenarios using the truck volumes corresponding to each scenario. As indicated in Section 4.3.4.1(b)(ii), future truck volumes for the roadways were obtained from the Traffic Impact Analysis. While the contours presented in Figures 4.3-12 and 4.3-13 of the PEIR, as well as Figures 29 through 32 of the Air Quality Technical Report, may appear similar, they are based on different truck volumes.

While trucks may travel on other roadways in the proposed CPU area that are not designated as truck routes, the truck volumes on these roadways would not be great enough to trigger the need for a detailed health risk assessment. Criteria pollutant mass emissions due to all traffic are calculated and presented in Section 4.3.4.1(a).

K-15: Criteria pollutant emissions due to construction and operation of the proposed CPU are analyzed in Section 4.3.3 of the PEIR. In this section, emissions are compared to APCD emission thresholds and consistency with state and regional plans is assessed. The health risks associated with diesel particulate matter are assessed in greater detail in Section 4.3.4.1(b). Diesel particulate matter is composed of over 40 substances that are listed as toxic air contaminants, including EC. Health risks are a function of diesel particulate matter concentrations, and thus EC concentrations, from diesel exhaust. Diesel exhaust emissions from the freeway, truck routes, and trains were calculated. The assessment follows the Office of Environmental Health Hazard Assessment's Air Toxics Hot Spots Program Risk Assessment Guidelines and guidance provided by the APCD. Other Guidance includes the CARB's "ARB Health Risk Assessment Guidance for Rail Yard and Intermodal Facilities", the CARB's "Roseville Rail Yard Study", and several studies prepared for the BNSF San Diego Rail Yard. The analysis is adequate, and informs the conclusions of the PEIR.

Table 1. **Ratio of Elemental Carbon to Organic Carbon at Three Sites in San Diego County**

	PERIOD:	JANUARY - DECEMBER 2011	
SITE	**Oc Pm2.5**	**Ec Pm2.5**	**EC/OC**
	Avg. µg/m³	Avg. µg/m³	
EL CAJON	4.2	1.0	0.24
ESCONDIDO	3.9	0.9	0.23
DOWNTOWN*	3.4	1.1	0.31
*located on Beardsley in Barrio Logan			

Source: SDAPCD.

Standard analysis of air quality data that considers only compliance with state and federal standards does not address this dimension of air quality, one that is highly relevant to the health concerns of the community. Barrio Logan residents appear to be breathing more diesel than would be indicated by simple PM2.5 levels. Levels of truck traffic on surface streets under the two scenarios are extremely important outcomes of this planning process and must be considered in the greatest possible detail and clarity. The DEIR fails to do so here.

K-15 (cont.)

Despite this flawed analysis, the DEIR states health risks under Scenario 2 would "generally" be less than those of Scenario 1 because fewer residents would be exposed to the risk of air toxic emissions. (DEIR, p. 4.3-52) The DEIR's conclusions must be supported by substantial evidence, and not mere "general" assumptions. (CEQA Guideline §15384 ["Argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate... does not constitute substantial evidence."]). Scenario 2 provides for approximately 562 fewer multi-family units[5], but results in significantly greater truck traffic volumes. The DEIR thus fails to acknowledge the increase in significant impact to residents under Scenario 2 – despite the small reduction in affected residents.

K-16

b. Toxic Air Emissions

The Air Quality section also fails to analyze toxic air emissions and their attendant health risks. This is a glaring omission given that close proximity to toxic air emissions is a key motivation for the community in seeking land use changes. The DEIR itself recognizes the health hazard from local hot spots; as stated on page 27 of Appendix C: "Sources in close proximity to residences may have a high near-source impact that is very localized..." However, the DEIR fails to assess this impact or to note that such impacts will be less significant in Scenario 1, where land use changes provide greater separation of residential and industrial uses than Scenario 2.

K-17

Whereas the hazardous materials section includes listings of past and present sites where hazardous substances are used or contamination may remain from past uses, the research study on which they are based, a 2008 Dudek study, states explicitly that it is not to be used to estimate air emissions, and is useful primarily to identify potential brownfields sites as redevelopment proceeds.

> "Although this evaluation identifies sites with known chemical uses, this evaluation does not consider potential impacts of chemical use, especially air emissions, from existing industrial uses on near-by residential or commercial properties." (Appendix E, p.1).

K-18

[5] (DEIR, p. 3-16, Table 3-2 Proposed Land Use Distribution).

K-16: As stated in Section 4.3.4.2(b), the incremental and total cancer risks to the land uses for Scenario 1 and Scenario 2 would be similar and are considered significant for both plan scenarios. As noted in response to comment K-15 above, the truck traffic volumes for both Scenarios 1 and 2 were modeled. While Scenario 2 would result in more truck traffic, they do not differ to such a degree that the health risks would be substantially greater. The health risks between the two scenarios would be similar. The PEIR states that health risks under Scenario 2 would be generally less than those of Scenario 1 because there would be fewer residents. Fewer residents equate to fewer people exposed to a risk, and in turn equates to less risk as a population.

Additionally, because of the differences in land uses between the two scenarios, criteria pollutant emissions would vary between the scenarios. ROG and CO emissions would be higher under Scenario 1 and principally would come from area source emissions associated with residential land uses, such as consumer products. NO_x is highest under Scenario 2, and would be associated primarily with increased diesel traffic due to the increased industrial uses.

K-17: Toxic air emissions and their impacts are addressed in Section 4.3.4.1(b) of the PEIR. The incremental and total cancer risks due to exposure to diesel particulate matter and other toxic emissions in the area are considered significant under both scenarios. While Scenario 1 may provide greater separation of residential and industrial land uses when compared to Scenario 2, exposure to diesel particulate matter from freeways, truck routes, and train yards would be similar under both scenarios.

Additionally, see response to comment K-26 below. The proposed CPU is intended to address existing collocation issues by establishing a buffer to separate incompatible uses. The Draft PEIR discloses the significant public health issues from toxic air contaminants and the numerous recognized sites of environmental concern located within the study area as part of the baseline condition. The Draft PEIR discusses existing state and federal regulations that are in place to correct past contamination and require operators to clean up contaminated sites and air emissions.

K-18: As indicated in Section 4.7.3.2, existing state and federal regulations require that future projects shall demonstrate that the site is suitable for the proposed land use. For sites with recorded hazardous material concerns, project applicants must obtain confirmation from the County Department of Environmental Health (DEH) that the site has been remediated to the extent required for the proposed use. Future projects with recorded hazardous material concerns (as current projects are today) would be conditioned to meet all County DEH requirements prior to receiving grading and building permits.

Toxic air emissions for light industrial land uses would be those associated with truck traffic. These are addressed in Section 4.3.4.1 of the PEIR.

Indeed, the "potential impacts of chemical use, especially air emissions, from existing industrial uses" are not considered or assessed anywhere in the DEIR. The DEIR also fails to acknowledge the potential for toxic emissions from light industrial land uses in the transition zone in Scenario 2. In order to adequately address the potential significant impacts, the DEIR must include assessment of toxic air emissions and potential impacts on sensitive receptors under Scenarios 1 and 2. K-18 (cont.)

E. Chollas Creek

a. Open Space

Barrio Logan already faces a shortage of open space area to accommodate residents, and will further face a lack of open space and recreational area under either Scenario 1 or 2. (DEIR, p.4.11-1-2; 4.11-21). As stated in the proposed BLCPU, Chollas Creek offers the most significant opportunity to provide natural open space that is accessible to residents. (DEIR, p. 4.1-64; BLCPU, pRE-10). Indeed, the Local Coastal Program encourages enhancement of Chollas Creek as open space. (DEIR, p4.1-32).

However, the proposed zoning maps for Scenario 1 and 2 preclude park use of Chollas Creek. Scenario 2 shows an IH-1-1 designation surrounding and including Chollas Creek. Pursuant to the City's Industrial Zoning Regulations (Table 131-06B), open space – including active/passive recreation, natural resource preservation, and park maintenance facilities – is not a permitted use within this zone. Likewise, the Community Commercial CC-3-4 use of Scenario 1 precludes open space. The zoning maps must either be corrected or the allowable uses changed in the Land Development Code. K-19

b. Land Use Inconsistency

Though the aforementioned zoning maps could be changed to exclude the Chollas Creek area from these zones, the proximity of industrial land use to Chollas Creek remains troubling. Scenario 1 provides additional protection by limiting uses to the east of the Creek to heavy commercial, which does not allow: (i) vehicle and vehicular equipment sales and services; or (ii) industrial uses including heavy and light manufacturing, trucking and transportation terminals, hazardous waste treatment facilities, very heavy industrial uses, wrecking and dismantling of motor vehicles, and processing and packaging of plant products and animal by-products grown off-premises. (See Table 131-05B). Scenario 2, in contrast, allows all of the aforementioned uses in the IH-1-1 zone (See Table 131-06B), which may result in additional water quality and land use impacts to Chollas Creek.

The DEIR fails to acknowledge this land use inconsistency, and the potential significant impacts that will result from the industrial uses abutting Chollas Creek. Under Scenario 2, both branches of the Creek will be surrounded by industrial uses, which are potential sources of various pollutants, including metals, oils, grease, and suspended solids.[6] Indeed, the BLCPU acknowledges: "industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses … may have nuisance or hazardous characteristics." (BLCPU, p. LU-3). Even with strict regulation and best management practices in place, industrial uses pose a significant threat to water quality and biological resources of Chollas Creek. These significant impacts to water quality and land use in Chollas Creek are not reflected in the DEIR. (DEIR, p. 4.1-64 [reflecting no significant land use impact to Chollas Creek]; p. 4.8-27 [reflecting no significant water quality impact]). K-20

In addition, as acknowledged by one of the two BLCPU economic prosperity policies, establishment of sensitive receptor[7] and public assembly land uses within industrially designated areas should be prohibited. (BLCPLU, p. EP-3, Policy 5.1.1). However, placing heavy industrial uses adjacent to Chollas

[6] http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/industrial/2012npdesgenprmt/permit_igp_72012.pdf

[7] According to the General Plan, noise sensitive land uses include passive recreational parks and open space. (DEIR, p. 4.4-15).

K-19: Comment noted. As the commenter correctly notes, the CPU designates Las Chollas Creek as an open space corridor to be enhanced for community benefit.

The area in and directly adjacent to Las Chollas Creek is owned by the California Department of Transportation, and is therefore not subject to the City's Land Development Code use regulations. The property's regulatory jurisdiction is with the State of California. However, in recognition of the significant opportunity that Las Chollas Creek presents as community accessible open space, the CPU designates Las Chollas Creek accordingly, and provides Recreation Element policies to guide the development of Las Chollas Creek as a pedestrian and bicycle trail corridor that would also include passive recreational opportunities in Sections 7.2 and 7.4. The City is working closely with Caltrans to complete the design of a bicycle and pedestrian trail consistent with these policies, and has secured Caltrans' commitment to allow full implementation of the bike and pedestrian trail. Additionally, the IH-1-1 zone would not preclude future park and open space uses, as the plan provides a designation and policies to allow for the use through a Planned Development Permit (PDP).

K-20: Future development proposals would be required to comply with applicable regulations for the protection of resources. Future projects would be required to implement measures identified in the City's Stormwater Standards Manual approved by the Regional Water Quality Control Board. BMPs would be implemented and all projects would need to demonstrate compliance with applicable state, federal and local regulations for the protection of water quality. Additionally, under the U.S. EPA's National Pollutant Discharge Elimination System (NPDES) regulations, industrial permits are required for industrial operations which may impact water quality. Under this permitting process, such sites are analyzed for pollutants of concern and measures would have to be taken to avoid contact with storm water runoff including flood waters. The industrial permit is administered by the Regional Water Quality Control Board.

In addition, compliance with the state and federal laws for the protection of migratory birds and sensitive habitats and species would be required. Furthermore, over the long term, biological and water quality resources would be improved as redevelopment of adjacent areas occurs and enhancement of Las Chollas Creek in accordance with the Las Chollas Creek Enhancement Program is performed. Nevertheless, after reviewing and considering public input, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns than Scenario 2 and is recommending it for adoption by the City Council.

Indeed, the "potential impacts of chemical use, especially air emissions, from existing industrial uses" are not considered or assessed anywhere in the DEIR. The DEIR also fails to acknowledge the potential for toxic emissions from light industrial land uses in the transition zone in Scenario 2. In order to adequately address the potential significant impacts, the DEIR must include assessment of toxic air emissions and potential impacts on sensitive receptors under Scenarios 1 and 2.

E. Chollas Creek

a. Open Space

Barrio Logan already faces a shortage of open space area to accommodate residents, and will further face a lack of open space and recreational area under either Scenario 1 or 2. (DEIR, p.4.11-1-2; 4.11-21). As stated in the proposed BLCPU, Chollas Creek offers the most significant opportunity to provide natural open space that is accessible to residents. (DEIR, p. 4.1-64; BLCPU, pRE-10). Indeed, the Local Coastal Program encourages enhancement of Chollas Creek as open space. (DEIR, p4.1-32).

However, the proposed zoning maps for Scenario 1 and 2 preclude park use of Chollas Creek. Scenario 2 shows an IH-1-1 designation surrounding and including Chollas Creek. Pursuant to the City's Industrial Zoning Regulations (Table 131-06B), open space – including active/passive recreation, natural resource preservation, and park maintenance facilities – is not a permitted use within this zone. Likewise, the Community Commercial CC-3-4 use of Scenario 1 precludes open space. The zoning maps must either be corrected or the allowable uses changed in the Land Development Code.

b. Land Use Inconsistency

Though the aforementioned zoning maps could be changed to exclude the Chollas Creek area from these zones, the proximity of industrial land use to Chollas Creek remains troubling. Scenario 1 provides additional protection by limiting uses to the east of the Creek to heavy commercial, which does not allow: (i) vehicle and vehicular equipment sales and services; or (ii) industrial uses including heavy and light manufacturing, trucking and transportation terminals, hazardous waste treatment facilities, very heavy industrial uses, wrecking and dismantling of motor vehicles, and processing and packaging of plant products and animal by-products grown off-premises. (See Table 131-05B). Scenario 2, in contrast, allows all of the aforementioned uses in the IH-1-1 zone (See Table 131-06B), which may result in additional water quality and land use impacts to Chollas Creek.

The DEIR fails to acknowledge this land use inconsistency, and the potential significant impacts that will result from the industrial uses abutting Chollas Creek. Under Scenario 2, both branches of the Creek will be surrounded by industrial uses, which are potential sources of various pollutants, including metals, oils, grease, and suspended solids.[6] Indeed, the BLCPU acknowledges: "industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses … may have nuisance or hazardous characteristics." (BLCPU, p. LU-3). Even with strict regulation and best management practices in place, industrial uses pose a significant threat to water quality and biological resources of Chollas Creek. These significant impacts to water quality and land use in Chollas Creek are not reflected in the DEIR. (DEIR, p. 4.1-64 [reflecting no significant land use impact to Chollas Creek]; p. 4.8-27 [reflecting no significant water quality impact]).

In addition, as acknowledged by one of the two BLCPU economic prosperity policies, establishment of sensitive receptor[7] and public assembly land uses within industrially designated areas should be prohibited. (BLCPLU, p. EP-3, Policy 5.1.1). However, placing heavy industrial uses adjacent to Chollas

K-21

[6] http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/industrial/2012npdesgenprmt/permit_igp_7 2012.pdf

[7] According to the General Plan, noise sensitive land uses include passive recreational parks and open space. (DEIR, p. 4.4-15).

K-21: Comment noted. See Responses to K-19 and K-20. Development in special flood hazard areas are required to have their finish floor located at least two feet above the base flood elevation under a 100-year storm event. The base flood elevation is the anticipated water surface elevation under the 100-year flooding event. This Municipal Code requirement would help to avoid flood waters coming into contact with industrial pollutants within buildings. Additionally, staff disagrees that Scenario 2 would result in the establishment of sensitive receptors and public assembly land uses within industrially designated areas. However, after reviewing and considering public input, staff has determined that Scenario 1 avoids land use conflicts to a greater degree and better addresses environmental justice concerns than Scenario 2 and is recommending it for adoption by the City Council.

Creek presents this exact conflict. Likewise, increased flooding and storm intensity will impact the area surrounding Chollas Creek due to climate change. (See DEIR, pp. 4.1-28-29). Placing industrial land uses in this flood-prone area will only exacerbate water quality impacts, while causing negative impacts to these facilities. (CEQA Guideline §15126.2(a)). This is not only bad planning, but creates exactly the type of land use inconsistency the BLCPU is designed to prevent. K-21 (cont.)

In order to further the policies of enhancing Chollas Creek itself and of providing for more open space and recreational opportunities at Chollas Creek, more community friendly and non-conflicting land uses should be slated for the western branch of Chollas Creek. This is especially true in light of Chollas Creek's impaired status (DEIR, p. 4.8-6), and the BLCPU policies aimed at preserving, protecting, and enhancing Chollas Creek. (BLCPU, p. RE-11). K-22

F. Noise

The noise impact analysis of the DEIR suffers from the same deficiencies as many of the other impact areas – namely the lack of detail in how the two proposed scenarios differ. Though the DEIR acknowledges the noise impacts will be significant and unmitigable, it fails to differentiate between the severities of noise impacts of the transition areas in each scenario. In fact, a noise study to address existing and future noise levels *from noise sources specific to Barrio Logan* (including noises from the Port and maritime-oriented use within Scenario 2) should have been prepared per the General Plan Noise Element policies. (Noise Study, p. 33). It was not. K-23a K-23b

Stationary noise source analysis is curtailed because the DEIR finds noise levels generated by activities associated with future commercial and industrial development under the proposed BLCPU "cannot be anticipated at the program level." (DEIR, p. 4.4-18). Thus, the DEIR concludes that due to proximity of noise generators to noise sensitive land uses, noise impacts will be significant under both scenarios. (*Id.* at pp. 4.4-19). Again, however, the DEIR must provide the analytic route to reaching this conclusion. (See, *Berkeley Keep Jets Over the Bay Comm. V. Board of Port Comm'rs* (2001) 91 Cal.App. 4th 1344, 1370). Moreover, noise-related impacts in the maritime-oriented commercial zone under Scenario 2 should be adequately analyzed now, when decision-makers are deciding whether such uses are appropriately located adjacent to sensitive receptors. Though both scenarios may result in significant impacts, the severity of noise impacts under the two scenarios will likely differ. Indeed, a recent measurement of noise at a residence on Boston Avenue, an area that will continue to have recycling facilities in close proximity in Scenario 2, found an average noise level 22% over the San Diego standard for multifamily residential areas in daytime hours (55 dB). (EHC, 2013; See Proposed Commercial Zoning, pp. 9 [CN1-3] and 15 [CC6-4 and CC5-4]). The DEIR impermissibly fails to acknowledge this discrepancy. K-24

G. Hazardous Materials

a. Scenario 2 Zoning Carve-Out Specific to Barrio Logan

One of the main goals of the BLCPU is to create a transition zone along Main Street to reduce collocation effects. (DEIR, p. S-5). Despite this goal, among the proposed zoning amendments accompanying the BLCPU is a carve-out specific to Barrio Logan that dooms Barrio Logan residents to a fate not suffered by any other San Diegan. For the CC-5-4 zone for heavy commercial:

> Activities that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District are not permitted, except within the CC-5-4 zone within the Barrio Logan Community Plan area. (Draft Commercial Zoning, p. 17, emphasis added)

Thus, under Scenario 2, residents living in the Residential Medium zone along 27th street, and pedestrians traversing from Chollas Creek, the Residential Low area, and the Community Commercial to

K-22: See response to K-19 above.

K-23a: The difference in traffic-generated noise levels between the two scenarios is shown in Table 4.4-6. The noise levels generated by the two scenarios do not differ to such a degree that the graphic representation (Figure 4.4-3) would be different.

K-23b: Noise levels from maritime-oriented uses are discussed in Section 4.4.1.2(d). Impacts associated with these and other stationary noise sources are discussed in Section 4.4.3.1. Additionally, noise levels associated with maritime-oriented land uses are discussed in the Addendum to the Barrio Location Community Plan – Evaluation of Traffic Noise Levels for the Revised Alternative 2 Compared to Alternative 2 (Appendix D-2 of the PEIR). As stated in this addendum, maritime-oriented uses would generate similar noise levels as Light Industrial use. Enforcement of the SDMC and implementation of policies of the Noise Element would assist in reducing noise impacts related to commercial and industrial activities; however, due to the proximity of noise generators to noise-sensitive land uses within the proposed CPU area under both Scenario 1 and Scenario 2, exposure of noise-sensitive land uses to future noise levels which exceed established standards may still occur and would be considered significant and unmitigable at the program level. Future project review would identify the appropriate mitigation measures to address potential noise impacts.

K-24: Typical noise levels due to stationary sources are discussed in Section 4.4.1.2(d). Because there are no project-level site plans available, the exact proximity to stationary sources and the exact impacts cannot be determined at this level of analysis. The analytic route for reaching the conclusion of significance is in Section 4.4.3.1, and is restated in response to comment K-23b above. Noise associated with maritime-oriented uses is also discussed in response to comment K-23b above.

Noise associated with the existing recycling facility was measured (Section 4.4.1.2(d)). For future sensitive land uses in the proximity of the recycling facility, as discussed in Section 4.4.3.1, enforcement of the SDMC would assist in reducing noise impacts. However, because no specific development plans are available, exact impacts cannot be determined at this level of analysis. Impacts were found to be significant and unmitigable at the program level.

Creek presents this exact conflict. Likewise, increased flooding and storm intensity will impact the area surrounding Chollas Creek due to climate change. (See DEIR, pp. 4.1-28-29). Placing industrial land uses in this flood-prone area will only exacerbate water quality impacts, while causing negative impacts to these facilities. (CEQA Guideline §15126.2(a)). This is not only bad planning, but creates exactly the type of land use inconsistency the BLCPU is designed to prevent.

In order to further the policies of enhancing Chollas Creek itself and of providing for more open space and recreational opportunities at Chollas Creek, more community friendly and non-conflicting land uses should be slated for the western branch of Chollas Creek. This is especially true in light of Chollas Creek's impaired status (DEIR, p. 4.8-6), and the BLCPU policies aimed at preserving, protecting, and enhancing Chollas Creek. (BLCPU, p. RE-11).

F. Noise

The noise impact analysis of the DEIR suffers from the same deficiencies as many of the other impact areas – namely the lack of detail in how the two proposed scenarios differ. Though the DEIR acknowledges the noise impacts will be significant and unmitigable, it fails to differentiate between the severities of noise impacts of the transition areas in each scenario. In fact, a noise study to address existing and future noise levels *from noise sources specific to Barrio Logan* (including noises from the Port and maritime-oriented use within Scenario 2) should have been prepared per the General Plan Noise Element policies. (Noise Study, p. 33). It was not.

Stationary noise source analysis is curtailed because the DEIR finds noise levels generated by activities associated with future commercial and industrial development under the proposed BLCPU "cannot be anticipated at the program level." (DEIR, p. 4.4-18). Thus, the DEIR concludes that due to proximity of noise generators to noise sensitive land uses, noise impacts will be significant under both scenarios. (*Id.* at pp. 4.4-19). Again, however, the DEIR must provide the analytic route to reaching this conclusion. (See, *Berkeley Keep Jets Over the Bay Comm. V. Board of Port Comm'rs* (2001) 91 Cal.App. 4th 1344, 1370). Moreover, noise-related impacts in the maritime-oriented commercial zone under Scenario 2 should be adequately analyzed now, when decision-makers are deciding whether such uses are appropriately located adjacent to sensitive receptors. Though both scenarios may result in significant impacts, the severity of noise impacts under the two scenarios will likely differ. Indeed, a recent measurement of noise at a residence on Boston Avenue, an area that will continue to have recycling facilities in close proximity in Scenario 2, found an average noise level 22% over the San Diego standard for multifamily residential areas in daytime hours (55 dB). (EHC, 2013; See Proposed Commercial Zoning, pp. 9 [CN1-3] and 15 [CC6-4 and CC5-4]). The DEIR impermissibly fails to acknowledge this discrepancy.

G. Hazardous Materials

a. Scenario 2 Zoning Carve-Out Specific to Barrio Logan

One of the main goals of the BLCPU is to create a transition zone along Main Street to reduce collocation effects. (DEIR, p. S-5). Despite this goal, among the proposed zoning amendments accompanying the BLCPU is a carve-out specific to Barrio Logan that dooms Barrio Logan residents to a fate not suffered by any other San Diegan. For the CC-5-4 zone for heavy commercial:

> Activities that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District are not permitted, except within the CC-5-4 zone within the Barrio Logan Community Plan area. (Draft Commercial Zoning, p. 17, emphasis added)

Thus, under Scenario 2, residents living in the Residential Medium zone along 27th street, and pedestrians traversing from Chollas Creek, the Residential Low area, and the Community Commercial to

K-25

K-25: As noted by the commenter, the CC-5-4 zone is a zone that applies citywide. As currently adopted, it permits residential uses. Activities that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District are not permitted in the zone due to the potential for such a use to be adjacent to permitted residential uses. In Barrio Logan, the zone would be modified to prohibit residential uses and to allow businesses that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District to implement the Transition Zone in Scenario 2. However, since staff is recommending the adoption of Scenario 1 as the Preferred Plan, this proposed change to the CC-5-4 zone is no longer included in the proposed community plan update and zoning regulations.

the Community Village, the Bay, Chicano Park, Neighborhood Commercial zone, or the Barrio Logan trolley station would be subject to heavy commercial businesses which potentially house hazardous materials and have significant air quality impacts.

Clearly, locating facilities which require the aforementioned permits in the transition zone has the potential to "expose people or sensitive receptors to potential health hazards." (DEIR, p.4.7-12-13). Not only is the DEIR's contrary conclusion therefore inaccurate with respect to Scenario 2, but it undermines the years of work put into the BLCPU.[8] (*Id.*). Barrio Logan residents have been subjected to health hazards and toxic materials to a degree experienced by no other County residents. A BLCPU which proposes Barrio Logan residents continue to bear the brunt of discriminatory practices, subjecting them to a heavier load of toxic exposure is unacceptable. The insult of such a proposal is further underscored when viewed in light of the circumstances here, where the City is poised to approve a project whose purported objective is to create a transition zone that will not have an adverse impact on residents – in addition to the numerous BLCPU policies aimed at creating a healthy environment and separating incompatible uses. Either the zoning must be changed to remove the carve-out, or the DEIR must be amended to reflect the significant environmental impacts that will result from this discriminatory zoning.

K-25 (cont.)

b. Health Hazards of Maritime-Related Facilities

The following tables summarize the health hazards presented by maritime-related facilities that are currently in the BLCPU area, as reported by the businesses to the County Department of Environmental Health in 2011. Gases are compiled in cubic feet; liquids and solids are summed in total pounds. These are the kinds of substances and health hazards that would continue or expand in the transition zone under Scenario 2:

K-26

Table 2. Hazardous Materials, Summaries by Hazard Type, Materials measured in Pounds, Maritime-Related Businesses in Barrio Logan, 2011

	Pounds of Hazardous Materials, summed by Primary Hazard (solids & liquids)						
EHC Ground-truthed Business Name	**ACUTE**	**CHRONIC**	**FIRE**	**PRESSURE RELEASE**	**REACTIVE**	**(blank)**	**Total Pounds**
ADVANCED DIESEL INJECTION INC			917				**917.07**
AMERICAN RIGGING AND SUPPLY			1,459				**1458.975**
BARRETT ENGINEERED PUMPS INC			0				**0**
CAL MARINE	23,886		61,247				**85132.125**
CARLSON&BEA ULOYE MACHINE SHOP	21,043		10,004	0			**31046.9**

[8] Indeed, the DEIR only refers to impacts from sites where approval from DEH is required to ensure a site is appropriately remediated. (DEIR, p. 4.7-13). However, this does not address the scenario contemplated in the CC-5-4 zone exemption which would allow new sites in the transition zone that might house hazardous materials but not require remediation from DEH. The DEIR fails to account for this potential exposure to sensitive resources and therefore incorrectly finds impacts would be less than significant. (*Id.*).

K-26: The PEIR addresses the environmental impacts associated with approval of the proposed CPU which provides designated land use and zoning. The proposed CPU is intended to address existing collocation issues by establishing a buffer to separate incompatible uses. The PEIR includes a health risk assessment to address emissions associated with nearby uses under the City's jurisdiction and under the jurisdiction of other agencies. PEIR Sections 4.3, Air Quality, and 4.7, Human Health/Public Safety/Hazardous Materials, disclose the significant public health issues from toxic air contaminants and the numerous recognized sites of environmental concern located within the study area. The PEIR discusses existing regulations that are in place to correct past contamination and require operators to clean up contaminated sites and air emissions. The PEIR also notes that future development in Barrio Logan under both Scenario 1 and 2 has the potential to place sensitive receptors on or adjacent to existing recognized hazardous materials sites. These impacts are considered a significant impact to human health and safety. Consequently, mitigation is identified to require future development projects (whether ministerial or discretionary) to demonstrate that sites proposed for development are suitable for the proposed land use and that no project is approved without confirmation to that effect from DEH.

As discussed in PEIR Section 4.3.4.1.a, "approval of the proposed CPU would not permit the construction of any individual project, and no specific development details are available at this time." Furthermore, all future projects located in the Transition Zone would be subject to future discretionary review and approval. In addition, projected future emissions for both Scenarios 1 and 2 are disclosed, with increases in future emissions of particulates and ozone precursors found to result in a significant air quality impact. Impacts of existing and future unknown uses allowed in the various zones are adequately addressed at a program level in the PEIR. Specific impacts of future development proposals will be addressed as projects are submitted for discretionary review and approval. If impacts are identified, the appropriate mitigation measures will be required pursuant to CEQA.

COAST INDUSTRIAL SYSTEMS INC							
FRYER KNOWLES INC			5,169			542	**5710.845**
IMS RECYCLING SERVICES INC			0				**0**
MAJOR SCIENTIFIC INDUSTRIES	917	917			459		**2292.675**
MARINE AND RESTAURANT FABRICATORS	959		0	0			**958.755**
MARITIME SOLUTIONS LLC	459			0			**458.535**
NATIONAL PETROLEUM INC	3,752		36,683			125,055	**165489.45**
NORTH STAR PROPELLERS	917		0	0			**917.07**
PACIFIC MARINE PROPELLERS INC		917	0	0			**917.07**
PACIFIC SHIP REPAIR&	459		29,680	259			**30397.255**
PRAXAIR DISTRIBUTION INC		900	17,839	50,000			**68739.2**
PROPULSION CONTROLS ENGINEERING			459			2,501	**2959.635**
SA RECYCLING (A to Z Auto Parts)	1,300		14,631	0			**15931.435**
SLOAN ELECTRIC CORP	542		7,503	0			**8045.205**
SOUTH BAY SANDBLASTING & TANK	7,420		90,165				**97584.585**
WEST MARINE DIESEL			0				**0**
Grand Total	**61,651**	**2,734**	**275,756**	**50,259**	**459**	**128,098**	**518,957**

K-26
(cont.)

Table 3. Hazardous Materials by Hazard Type, Materials Measured in Cubic Feet (Gases), Maritime Related Businesses in Barrio Logan, 2011

	Total Cubic Feet of Hazardous Materials, Summed by Primary Hazard (Gases)						
EHC Ground-truthed Business Name	ACUTE	CHRONIC	FIRE	PRESSURE RELEASE	REACTIVE	(blank)	Total CFT
ADVANCED DIESEL INJECTION INC			0				**0**
AMERICAN RIGGING AND SUPPLY			1,534				**1,534**
BARRETT ENGINEERED PUMPS INC			356				**356**
CAL MARINE	0		4,300				**4,300**
CARLSON&BEA ULOYE MACHINE SHOP	0		554	620			**1,174**
COAST INDUSTRIAL SYSTEMS INC						0	**0**
FRYER KNOWLES INC			1,138			0	**1,138**
IMS RECYCLING SERVICES INC			800				**800**
MAJOR SCIENTIFIC INDUSTRIES	0	0			0		**0**
MARINE AND RESTAURANT FABRICATORS	0		889	1,100			**1,989**
MARITIME SOLUTIONS LLC	0			2,150			**2,150**
NATIONAL PETROLEUM INC	0		545			0	**545**
NORTH STAR PROPELLERS	0		3,262	3,996			**7,258**
PACIFIC MARINE PROPELLERS INC		0	4,884	990			**5,874**
PACIFIC SHIP REPAIR&	0		38,900	43,824			**82,724**
PRAXAIR DISTRIBUTION INC		128,000	700,870	1,577,228			**2,406,098**
PROPULSION CONTROLS ENGINEERING			2,792			9512	**12,304**

K-26
(cont.)

SA RECYCLING (A to Z Auto Parts)	0		338	1,350			**1,688**
SLOAN ELECTRIC CORP	0		3,916	1,010			**4,926**
SOUTH BAY SANDBLASTING & TANK	0		576				**576**
WEST MARINE DIESEL			576				**576**
Grand Total	**0**	**128,000**	**766,230**	**1,632,268**	**0**	**9,512**	**2,536,010**

K-26 (cont.)

The DEIR fails to acknowledge or analyze the significant environmental impact of these hazardous materials in the transition zone under Scenario 2.

c. Additional Protection in CC-3-4 Zone

Instead of dooming Barrio Logan residents to exposure from hazardous materials in the transition zone, the BLCPU should be amended to require further restrictions on transition zoning. To prevent potential hazardous materials exposure in the residential area adjacent to the CC-3-4 zone, the BLCPU zoning should prohibit "[a]ctivities that would require a permit from the Hazardous Materials Management Division of the County of San Diego or from the San Diego Air Pollution Control District." (Draft Commercial Zoning, p.17). This language should apply to the "Marine Related Uses Within the Coastal Overlay Zone" that require a Conditional Use Permit. (*Id.* at p. 16). This would ensure the transition zone truly serves as a buffer to protect residential uses as opined in the DEIR. (DEIR, p.3-25; 4.1-70-71; pp. 4.7-12-13).

K-27

H. Water Supply

As required by California Water Code section 10910, the City prepared a Water Supply Analysis (WSA) for the project. (DEIR, pp. 4.10-3-4; Appendix G). However, the analysis for Scenario 2 was completed before this Scenario was revised. The DEIR relies on the WSA nonetheless, reasoning that fewer residential multi-family units will be allowed under the revised Scenario 2. Although it is true there will be some 562 or so fewer multi-family units, it is also true that now a significant portion of the plan area will be zoned to allow only maritime-oriented use. In this CC-6-4 zone, maritime industry uses including commercial vehicle and repair are allowed. (See Table 131-05B). The Municipal Code defines marine-oriented[9]/waterfront dependent uses as:

> Manufacturing, distributing and processing of parts and equipment, and the provision of services related to marine and waterfront uses, and other supporting uses including U.S. Navy presence, research, shipping, fishing, water recreation and tourism. As a land use classification, this includes facilities that need access to the waterfront, as well as uses dependent upon servicing waterfront oriented activities. Examples include boat building, sales and related maintenance, shipping and brokerage facilities and services, marine parts sales, installation and services, marine carpentry and woodworking, sail making and repair, and cargo freight services.(SDMC §152.0104).

Some of these uses are highly water-intensive, and the City's reliance on employee numbers to estimate water use for Scenario 2 is therefore inappropriate and unfounded.

K-28

[9] The proposed zone CC-6-4 is described as allowing for a mix of "commercial uses and marine oriented uses". (SDMC §131.0507(b)(6)).

K-27: Comment noted. See response to K-25. Additionally, all Conditional Use Permits will be required to be consistent with the community plan and will be subject to future CEQA review.

K-28: Text has been added to the PEIR Section 4.10.3.1, which discusses impacts to water supply, to clarify that the proposed CPU Scenario 2 results in reduced water demand as compared to the earlier Scenario 2 land uses considered in the WSA. This is due to a reduction in residential units and employees. Table 4.10-2b was also added to show the calculated water use for both Scenario 1 and Scenario 2 as revised from the earlier version. As discussed in the section and presented in the table, both the City's draft UWMP and Water Authority's 2010 UWMP, which are based on the SANDAG Series 12 forecast, show that there is sufficient water planned to supply the proposed CPU's estimated annual average usage. As for projects citywide, the WSA uses average water use from the water demand forecast to calculate future demand. The additional information supplements information previously presented, but the conclusions presented in the PEIR are consistent with the information circulated for public review. Impacts remain less than significant, and recirculation of the PEIR is not required.

Further, because the EIR relies on the clearly erroneous WSA, it fails to inform the public and decision makers of the significant environmental effects of supplying water to the project when current water supplies are insufficient to meet the project demand. *(Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova* (2007) 40 Cal. 4th 412, 450; *Santiago County Water Dist. v. County of Orange* (1981) 118 CalApp. 3d. 818, 173). K-28 (cont.)

IV. **Conclusion**

In order to provide decision-makers and the public with adequate information, the DEIR must include further analysis detailing the difference in Scenario 1 and 2, in particular with respect to those areas where the significant impacts of Scenario 2 have not been disclosed. As explained above, without such analysis the DEIR will fail to meet its informational objective. The DEIR's failure to adequately disclose impacts of Scenario 2 further subjects the City to potential litigation challenging the sufficiency of the DEIR. We urge the City to revise the DEIR in order to ensure CEQA compliance and timely adoption of the BLCPU. K-29

Thank you in advance for your consideration of our comments.

Sincerely,

Livia Borak
Attorney for
Environmental Health Coalition

cc: Client
City Councilmember David Alvarez: DavidAlvarez@sandiego.gov
Lara Gates, Project Manager: LGates@sandiego.gov
Mayor Bob Filner: BobFilner@sandiego.gov
Allen Jones, Deputy Chief of Staff: AllenJones@sandiego.gov

Encl: Jan. 6, 2012 Memo from Office of the City Attorney to Honorable Mayor and City Council

K-29: See responses to K-7 through K-28 above.

Date: January 27, 2013

Ms. Lara Gates
Community Plan Update Project Manager
City of San Diego
Development Services Department, Planning Division
1222 First Avenue, MS-413
San Diego, CA 92101

Subject: Comments on and Suggestions for the Draft Program Environmental Impact Report, Project No. 240982. SCH No. 2009091021

Dear Lara,

I appreciate the work you and your team have done in preparing the Draft Environmental Impact Report for the Barrio Logan Community Plan Update. While I expect to submit a comprehensive set of comments at a later date, I would like to take this opportunity to provide some preliminary comments, which outline some concerns I have regarding the structure of the Draft EIR and the timing for public review.

General Comments

I understand that Draft EIRs may be released for public review for 30 days, and I appreciate your consideration in extending review of this document to 45 days. As you know, of course, review may be extended for up to 60 days, and in this case, I believe such an extension is warranted. I would prefer that you and your team revise the present draft to include the data that I cited below and release that version for comment. Barrio Logan is a community of working class families, and providing residents with more time to review the 777 page document would allow them greater opportunity to understand the impacts to their property and community. L-1

Additionally, I note the Draft EIR is laden with acronyms. While I understand this is standard practice for technical and scientific documents, I was unable to locate the Acronyms and Abbreviations section, which provides the definition for each reference. Please ensure this section is easily located within the document and try to minimize the number of acronyms. L-2

Finally, can you confirm if a Spanish translation of the draft EIR was developed? As you know, many in the Barrio Logan community are Spanish speakers with little to no English proficiency. You did a very good job in making translations available at the Stakeholder's meetings and for other documents. I believe that you should continue this policy for the draft EIR and other important documents; otherwise, how are these residents to understand the impacts they are facing? While I disagree with some members of the Hispanic community on the plan, I absolutely believe in their right to read and understand the document. L-3

Executive Summary

I note that the maps showing the district boundaries and those proposed by the Smart Growth Coalition have been excluded from the Executive Summary. As the Executive Summary is the portion of the Draft EIR I most expect the decision makers to read, I believe it should provide sufficient data to differentiate between Scenarios 1 and 2, as well as Scenario 3 developed by the Smart Growth Coalition. As currently prepared, it does not do this. L-4

L-1: Comment noted. Public review was extended to 60 days.

L-2: Comment noted. The acronyms section is conveniently located at the beginning of the PEIR and the number of acronyms included has been minimized as much as possible.

L-3: A Spanish translation of the PEIR was not prepared. As the commenter noted, simultaneous translations were made available to the public at Stakeholder Committee meetings where the proposed land use plans and updates for key technical studies were presented. This comment does not address the adequacy of analysis presented in the PEIR.

L-4: Section S.1.2, Project Description (paragraphs 6 and 7), summarizes the two scenarios and their general differences. These are addressed in greater detail in Table 3-1 of the PEIR. As noted in the document, the two land use plans are identical for a majority of the plan area. Differences occur in portions of the Historic Core, Transition and Prime Industrial areas, as shown on Figures 3-1 and 3-2. As discussed in Section 9.1.2, the Smart Growth Coalition Proposal was rejected because it include the IBT land use designation, which is considered unsuitable for Barrio Logan and would not meet a major project objective to reduce collocation effects. Consequently, there is no Scenario 3.

TABLE S-1 Summary of Significant Impacts and Mitigation for Scenario 1 and Scenario 2 is very large and provides little useful information regarding the differences between Scenarios 1 and 2. It is my recommendation that the table's contents be summarized to outline the differences between the scenarios and that the table itself be located in the appendix. L-5

I further recommend that the Executive Summary include the material from Pages 9-12 through 9-17. Presently, this material starts at page 639 and ends at page 644 out of 777 pages of the PDF document. TABLE 9-2 Comparison of No Project Alternative with proposed CPU Scenarios 1 and 2 should be included in the Executive Summary and augmented. Additionally, present population figures should be incorporated and the population growth recalculated on the present fecundity of the Hispanic population of the USA. The present CDC values[1] for births per 1,000 women from Table 1 of ref. 1 are for Hispanic women 17.5 for 2011 and 18.7 for 2012. Similarly for all races and origins, these rates are 12.7 for 2011 and 13.0 for 2010. L-6 L-7

The economic impact should also be stated, including the cash flow from and to the City, County, and State. This cash flow includes reductions in taxation resulting from activities such as affordable housing. The City Council needs to know what these proposals will cost. The cost of affordable housing should include the cost of the land, construction, maintenance, management fees, interest to obtain financing and the loss of taxes, such as those waived by the government and through tax credits. This can be compared with the present cost of available apartments for persons and families with median income. Both the total and annual costs should be included. There is a significant possibility that the government-financed construction of affordable housing will be minimized as part of the compromise legislation to avoid the sequestration. L-8

Air Quality

The current status of retrofitting of diesel engines to work with low sulfur fuel according to the California Air resources Board is "The regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks must be retrofitted with PM filters beginning January 1, 2012, and older trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent[2]". This should remove a substantial part (85%) of the air pollution[3,4] by 2023, which is when all trucks will be required to take advantage of low sulfur oil by rebuilding their engines or purchasing new ones. Can you please confirm if the technical studies in this Draft EIR accounted for this reduction? Can the retrofitting of the trucks be accelerated by the City of San Diego? L-9

As far as no improvement in pollution, can you please confirm this with the technical expert retained in this matter? I am interested to learn of his/her credentials and how this conclusion was reached. L-10

Yours respectfully,

Bob

Robert C. Leif, Ph.D.
3345 Hopi Place
San Diego, CA 92117
Email: rleif@rleif.com
Tel. (619) 582-0437

L-5: As summarized in Table S-1 and discussed for each issue in Section 4, significant and unmitigated impacts of the two scenarios are similar for most issues. Program-level significant and unmitigated impacts to land use (incompatibly-noise), traffic/circulation/ parking, air quality, noise, cultural resources, hydrology/water quality/ drainage, paleontological resources, and greenhouse gas emissions were identified for both Scenario 1 and Scenario 2. The City is working on a comprehensive Climate Action Plan to address GHG emissions throughout the City of San Diego.

While impacts are generally significant and unmitigable, the differences are discussed in Section 4.

L-6: As discussed in the CEQA Guidelines Section 15123, the PEIR is required to provide a "brief summary of the proposed actions and its consequences" and should identify each significant effect with proposed mitigation measures and alternatives that reduce or avoid the effect, areas of controversy, and issues to be resolved, including the choice among alternatives and whether and how to mitigate. This information is adequately presented in the PEIR and conforms with the applicable CEQA guideline. The PEIR Summary is not required to, nor intended, to summarize everything discussed in the body of the document.

L-7: The proposed CPU and PEIR appropriately relies on SANDAG 2012 regional growth projections and takes into account the current average number of persons per household for the Barrio Logan community. Information presented in Table 4.9-1 has not been revised.

L-8: CEQA Guidelines Section 15131 states that (a) "economic or social effects of a project shall not be treated as significant effects on the environment… (b) but may be used to determine the significance of physical changes caused by the project." There is no requirement under CEQA to speculate as to tax changes that could result from potential future uses which may or may not ever develop.

L-9: The assessment follows the Office of Environmental Health Hazard Assessment's Air Toxics Hot Spots Program Risk Assessment Guidelines and guidance provided by the APCD. Other Guidance includes the CARB's "ARB Health Risk Assessment Guidance for Rail Yard and Intermodal Facilities," the CARB's "Roseville Rail Yard Study," and several studies prepared for the BNSF San Diego Rail Yard. Emission factors were obtained from EMFAC2007.

L-10: Emissions were calculated for the existing conditions, and future emissions were calculated for the adopted plan as well as well as both land use scenarios. As summarized in the PEIR, emissions under the proposed land use scenarios were either greater or less than emissions under the adopted plan, depending on the pollutant. Emission calculations are based on land uses and traffic generation. The analysis was prepared by a qualified professional whose credentials are recognized by the City.

1. B. E. Hamilton, Ph.D.; J. A. Martin, M.P.H.; and S. J. Ventura, M.A., Division of Vital Statistics, "Births: Preliminary Data for 2011" (see), National Vital Statistics Reports, Volume 61, Number 5 October 3, 2012 Available at: http://www.cdc.gov/nchs/data/nvsr/nvsr61/nvsr61_05.pdf. Please see Table 1. Selected demographic characteristics, by race and Hispanic origin of mother: United States, final 2010 and preliminary 2011.
2. California Air resources Board. "Truck and Bus Regulation, On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation". Available at: http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm (2012)
3. California Air resources Board. "Heavy-Duty Diesel Emission Control Strategy, Installation and Maintenance." Available at: http://www.arb.ca.gov/msprog/decsinstall/decsinstall.htm (2012).
4. California Air resources Board. "Verification Procedure - Currently Verified." Available at: http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm (2013).

Monday, February 25, 2013

Anna L. McPherson
Environmental Planner
City of San Diego DSD
1222 First Ave., MS501
San Diego, CA 92101

RE: Barrio Logan Community Plan Update PEIR Comment(s)

Dear Mrs. McPherson;

Please find my comments below listed from more general policy issues to more specific implementation conflicts:

1. The Barrio Logan Community Plan Update (CPU) defines the Planning Area as five (5) distinctive neighborhoods, but fails to define the elements that constitute a neighborhood. Without adequately defining a Neighborhood Unit, the project cannot achieve its overall goal of being a, "Blueprint for development that builds on Barrio Logan's established character as a mixed-use, working neighborhood."

The five neighborhoods (Neighborhoods are identified in the CPU as Community Village Area, Historic Core Area, Transition Area, Boston Ave/Main Street Area, and Prime Industrial Area) in the PEIR are undefined as Neighborhood Units; therefore, these areas are analyzed as one community-wide project area in the Community Plan/PEIR for zoning and traffic mitigation measures and purposes. The CPU's neighborhood structure is neither identified in the project's primary objectives (S.1.3), nor in its goals (Page 3-10 and 3-11). The definition of a Neighborhood Unit is well documented and the elements of a Core, Center, General, and Edge context allow for a measurable mix of uses, connectivity, and private densities and public civic spaces. Also, this issue is further confused in the CPU's first Goal bullet point that defines all of Barrio Logan as one mixed-use, working neighborhood. It is unclear if the CPU area is defined as 'One' Neighborhood or 'Five' Neighborhoods? M-1

It appears that a more appropriate description would be to define the CPU "neighborhoods" as a series of 'sub-area districts and corridors.' Three (3) sub-areas are defined as narrow Corridors at various scales discerned by different zoning districts: Transition Area, Main Street Area, and Prime Industrial Area. The other two (2) sub-area districts reflect the scale and distance a common practice Neighborhood Unit. However, and this is indicative of the identified issues, the Historic Core area lacks common public space elements that provide for the daily-needs of a local resident in a comfortable 5-minute walking distance from center to edge, despite being identified as such. The Community Village Area, with Chicano Park, is closest to meeting the common definition of a neighborhood, but still lacks a discernable core, center and/or edge.

The Harborside Trolley Station should be a model Neighborhood Unit that embodies the city's existing Transit-Oriented Development (TOD) Design Guidelines (1992). The obfuscation between the definition of Urban Neighborhoods, Community Villages, neighborhoods, districts and corridors in the General Plan and Community Plan Policies, and Zoning Ordinance M-2

M-1: Comment noted. City staff hosted and participated in over 50 meetings and workshops from 2008 through 2013 as part of the community outreach effort to develop the draft community plan. These included Stakeholder Committee meetings, open houses, community workshops, and a four-day charrette. Staff attended meetings and hearings at the Port District as well as other Port-tenant related meetings such as the Marine Terminal Community Committee and the Working Waterfront Group meetings. In addition, City staff held a number of City Board workshops with the Planning Commission, Historical Resources Board, Community Forest Advisory Board, Park and Recreation Board, and Code Monitoring Team. City staff presented at numerous civic forums, including leading a walking tour for the American Planning Association San Diego Chapter, Citizen's Coordinate for Century III, as well as multiple presentations to students at UCSD, SDSU, and the New School of Architecture. Affected property owners, residents, business owners, public and private institutions, and regulatory agencies in and adjacent to Barrio Logan involved in the development of the community plan include the Environmental Health Coalition, Barrio Logan Smart Growth Coalition, Padres Unidos del Barrio, Chicano Park Steering Committee, United States Navy, San Diego Unified Port District, San Diego Unified School District, San Diego Community College District, Metropolitan Transit Services, and the California Department of Transportation. Over a period of three years, City staff and the consultant team worked with the community and Barrio Logan Stakeholder Committee to develop and refine a number of land use scenarios, beginning with 10 scenarios that were developed as part of a four-day charrette in January 2009. These 10 scenarios adhered to the Community's Guiding Principles (Introduction to Draft Barrio Logan Community Plan, Page vi) that were also adopted as part of the four-day charrette. From the 10 land use scenarios, City staff and the consultant team created three land use scenarios that incorporated the majority of themes and desired land uses that were included in the 10 maps. This included identifying the five "Neighborhood" areas. After multiple meetings with the community, two Planning Commission workshops, and multiple refinements, two land use scenarios ultimately emerged. Neighborhood areas were identified based on existing and future desired uses, such as affordable housing and mixed-use development opportunities, retention of single-family dwelling units, preservation and expansion of heavy industrial uses, and the Port of District Board of Commissioners Policy 725, Transition Zone Policy.

M-2: Comment noted. The Harborside Trolley Station is surrounded by property owned by the federal government and is operated by the United States Navy. The opportunity to create a model Neighborhood Unit that embodies transit-oriented development design as specified in the City's General Plan, Land Development Code, and Street Design Manual is precluded due to these property ownership constraints. Additionally, the designation of a mixed-use neighborhood at this location is in conflict with the stated community plan objective to minimize land use conflicts between industrial and residential uses. The draft community plan appropriately identified mixed use and village development areas consistent with the General Plan Land Use, Mobility, and Urban Design elements.

regulations creates planning confusion for the Harborside Trolley Station Area. The opportunity for a complete TOD station area is separated by three (3) 'neighborhoods' in the CPU. This policy structure will create future unpredictability in the policy/regulatory structure of new projects proposed with a 5-minute walk from the Station Area and represents an opportunity lost to clearly coordinate a mixed-use, walkable neighborhood at the Harborside Trolley Station.

M-2 (cont.)

For clarification, the Neighborhood Unit has a long-history in planning and basically consists of both public (streets and squares) and private (houses, shops and stores) realms. Neighborhoods are defined as a comfortable five to ten minute walk from a more intense center to a clearly defined edge, approximately 2,000 feet. These center, general and edge place types are equitable throughout the city as they all share a range of intensities that are either more urban or less urban. This range of densities, land uses, street types allow Neighborhoods to be complete, compact, and connected. This Neighborhood Unit provides places necessary to support resident's daily needs. This includes opportunities to live, work, place, and shop, as well as allowing for walkability by capturing auto-trips with mixed land uses and public realm connectivity, and being socially equitable within a 5-minute walk from center to edge. These elements are referenced in the American Institute of Architect's, Graphic Design Standards, Chapter 1 Elements of Urbanism, Wiley (2000); American Planning Association's, Planning and Urban Design Standards, Places and Districts Chapter, Wiley (2006); and, City of San Diego's, Transit-Oriented Development Design Guidelines, Sections 1 and 2 (1992).

According to the Congress for the New Urbanism's, Charter of the New Urbanism, Principles 10 - 18, McGraw-Hill (2000), the Neighborhood, District, and Corridor are the essential elements of redevelopment in the city They form identifiable areas in Barrio Logan that encourage citizens to take responsibility for them. Neighborhoods are as described above. Districts are of a single-use and should follow the principles of neighborhood design where possible, such as leading to Cesar Chavez Park. And, Corridors are regional connects of Neighborhoods and Districts; they range from Boulevards and rail lines to waterfronts and rivers.

M-3

I recommend defining the elements that constitute Neighborhoods (Community Village, Historic Core), District(s) (Prime Industrial Area) and Corridors (Main Street and Transition) in the Barrio Logan CPU. The Community Types are clearly outlined in Barrio Logan, yet remain unresolved in either the General Plan or CPU and only defined by segregated Land Uses. These Community Types would assist in making findings and reducing mitigation impacts on Land Use, Traffic and Urban Design Elements. Finally, ensure that Harborside Trolley Station is treated as well-defined TOD Neighborhood Unit.

M-3: Comment noted. Refer to response M-1.

2. Urban Design (UD) Policies specific to the CPU's Community Character lack structure or rational.

The urban design elements that define a community's character in the PEIR appear to be the abstract measurements of density and parking ratios. These ratios are not indicative of three-dimensional urban design character, but of two-dimensional zoning regulation. In addition, the precedent for Figure 4-1, Barriers and Connections, is not referenced and yet could be associated with connectivity in a Neighborhood Unit. The Block and Building patterns illustrated on page UD-3 are not referenced anywhere else in the document to provide a rational for their value or character-defining quality.

M-4

M-4: Comment noted. Community input also provided the basis for the development of urban design policies and a zoning package to ensure implementation of the vision for each of the neighborhood areas. Refer to response M.1.

Urban Design horizontal patterns are lots widths and depths, street widths, and block sizes. Urban Design vertical (or three-dimensional) patterns are ground floor rhythms, upper floor scale and rooflines. Architectural character is usually defined by its historic timeline and elements of that timeline. Because the difference between a Community Plan Area and a Neighborhood Unit, the generalized Urban Design policies and related implementation zones are in conflict with each other.

For example, the UD Element anticipates a mixed-use, transit-focused, walkable village centers, which is a new place type being introduced (Community, Neighborhood, Village) on Page 4.1-13 of the PEIR document, which is in conflict with the lot-by-lot Zoning Developments standards that require all residential to conform to strip commercial development standards of a 10' front and sideyard setback on only 70% of the streetwall and allows for frontyard parking (CN, CO and CC 131.0543(a)1). In addition, the majority of blocks in Barrio Logan have alley access; therefore, the front setbacks and parking allocations are redundant and conflict with the urban character as outlined in the CPU's policies.

In short, the existing and proposed zoning district development standards are not reviewed to see if they accomplish the policy intentions. The creation of eleven new zones illustrates the inherent conflict between the existing zoning and the proposed mixed-use, walkable intention. Conventional density, parking ratios and building height tools remain the common elements of shaping community in the CPU, and therefore conflicts appear to exist on Pages 4.6-4 UD-A/B/C and 4.6.2.13 as there is no identified nexus between the identified neighborhoods and their streets, landmarks, history and character. Landmarks identified in PEIR are missing from the CPU UD Element.

Page 1-1, Introduction states: "To implement the proposed CPU, and included as part of the project analyzed within this PEIR, the City is proposing new development regulations (zoning) that are consistent with city-wide zoning classifications, development design guidelines, and numerous other mobility and environmental guidelines, incentives, and programs to revitalize the community planning area in accordance with the general goals stated in the General Plan. The proposed CPU would also serve as the basis for guiding a variety of other future implementing actions, such as parkland acquisitions and transportation improvements to the local roadway network." This is also true for Public Facilities, Page 4.11-1, which are identified community plan wide, yet should be calibrated neighborhood-by-neighborhood. However, there is no nexus between parks, schools, and community centers except by abstract/gross population numbers. These are the public realm elements necessary in each Neighborhood Unit.

Contradictory architectural policies are found in CPU UD Element 4.1.6. CPU UD Element 4.1.6 requires buildings to be 'industrial' in character and use contemporary materials. However, the element conflicts with CPU UD Element 4.1.7 which requires buildings to use authentic materials as detail ornamentation; and 4.1.8 architectural articulation being logical is in conflict with Commercial zoning requirements with 10-feet front and sideyard setbacks with parking from the sidewalk.

I recommend uncoupling all mixed-use from standardized Commercial building footprints (Setbacks) and development standards. The new Townhouse zoning is neither flexible nor predictable enough, as illustrated in this PEIR, to achieve any goals or objectives.

M-4
(cont.)

3. Baseline traffic assumptions are based on segregated/individual land uses, use suburban ADT ratios, and create future conflicts with walkability, bike-ability and transit-orientation. M-5

Proposed traffic mitigation includes: a traffic signal; additional traffic lanes; and, raised medians. It appears the Land Use implementation zones have collocation requirements to create neighborhoods; however, the required street/thoroughfare standards for mitigation are not modified to meet these same objectives and goals to create mixed-use, walkable, bike-able and transit-oriented neighborhoods, districts or corridors. The issue I read is that the mitigation measures actually create additional need for mitigation measures as only traffic intersections and street segments are measured. Walkability is created by slower traffic speeds, shorter corner turning radiuses, and narrower streets, which makes the car behave in a pedestrian-orientation context. M-6

Page 4.1-63 of the SANDAG RCP states, "Both of the proposed CPU land use scenarios would be consistent with the goals of the RCP to develop compact, walkable communities close to transit connections. The CPU proposes to establish a pedestrian-oriented, urban, and mixed-use community village that would reduce reliance on the automobile and promote walking and use of alternative transportation." The goal of walkability cannot be achieved with wide roadways (proposed two, three, and four lanes). In addition, the faster the travel speed (proposed Level of Service (LOS) D or Higher) the more uncomfortable the pedestrian environment. LOS F is measured as any street below 30 MPH travel speed. Pedestrians and bicyclist are most comfortable with cars that move slower than 25 MPH, and killed less often. Therefore, because the Traffic Study only adjusts Significant Determinate Thresholds for intersection reconfigurations, the auto-oriented streetscape will continue to dominate throughout the CPU area. M-7

I recommend using the Neighborhood Unit, or the five Sub-Districts, to dedicate areas as 'Walkable Urbanism' and/or 'Drivable Sub-Urbanism.' Remove the Street Classifications in the more walkable areas and leave the rest of the streets as they are. The Average Daily Trip (ADT) assumptions are based on individual/segregated Land Uses (no mixed use studied), thereby compounding traffic counts rather than adjusting for trips captured by bikes, pedestrians and transit riders. For example six ADTs per attached residential unit coupled with 8.75 ADTs for Neighborhood Commercial does not take captured trips into account. CPU area streets Functional Classifications are based on our historic street patterns (60 - 80 foot ROWs), which were made before the automobile and are therefore able to easily revert back to walkable streets and on high speed, uninterrupted flow of traffic. Average street volumes are being used to over-engineer mitigation facilities and widening lanes, adding turning lanes, and adding street lights only serve to confuse traffic models and demand higher speeds between intersections. This appears to be a "catch-22," in short. M-8 M-9 M-10

Importantly, parking standards are being reduced in recognition of more urban, mixed-use places, which is a very good approach. As well as, building characteristics that emphasize the importance of more urban building and characteristics. However, the streetscapes (public realm) will remain conflicted with more suburban traffic mitigation recommendation in combination with commercial setbacks, frontyard parking development standards on 30% of each lot frontage, and wider, higher-speed (+30 mph), traffic lanes. M-11

I recommend the city of San Diego Traffic Department adopt the Institute of Transportation Engineers (ITE), Context-Senstitive Solutions in Design Major Urban Thoroughfares for M-12

M-5: The commenter is incorrect. The base year traffic model was calibrated to reflect actual land uses, trips generated, and daily traffic on Barrio Logan streets.

M-6: Comment noted. Throughout development of the Mobility Element for Barrio Logan, City staff considered and balanced the benefits and impacts for all modes of travel. The project proposes the reduction of street classifications and street widenings, despite identified impacts in the TIS, to maintain community character and to enhance future development of multi-modal transportation options throughout Barrio Logan.

M-7: Comment noted. The commenter is incorrect; Significance Determination Thresholds were not adjusted. See also comment M-6.

M-8: Comment noted. The comment is referring to the proposed CPU, and does not address the adequacy of the PEIR.

M-9: The commenter is incorrect. The traffic model reduced initial trip generation estimates to account for mixed-use development and pedestrian, bicycle, and transit trips prior to assigning traffic onto the community street network.

M-10: Comment noted. Refer to response M-6.

M-11: Comment noted. Refer to response M-6.

M-12: Comment noted. City staff utilized principles identified in *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: An ITE Recommended Practice* to develop the Mobility Element for the Project.

Walkable Communities, (2008) standards as common practice and begin to translate/coordinate the same innovative approaches to mixed-use walkability development policies for private development on our Traffic standards and measurements. This is linked to the need to conform our implementation tools to mixed-use, neighborhood unit places. M-12 (cont.)

Sincerely,

Howard M. Blackson III, CNUa
Urban Designer
2425 29th Street
San Diego, CA 92104
(619) 955-2559 direct
howard@placemakers.com

LETTER

RESPONSE

From: mario torero [mariotorero@hotmail.com]
Sent: Sunday, March 10, 2013 8:22 PM
To: DSD EAS
Subject: the reason and effects of ChicanoPark

Thank you for allowing us to add expression to what the meaning of Chicano Park is to us.

The creation of ChicanoPark has a deeper meaning and broader significance in the spectrum of the evolution of humankind.

It is not a coincidence that Chicano Park's creation date of April 22nd, 1970, its also the creation date of EARTH DAY and ARBOR DAY.
Who is the author of this synchronization? and why was this made as such?
To us indigenous first peoples of the Americas,
Mother Earth is Pachamama, our equivalent to what western/European culture calls god.

As Chicanos, we believe in the Mayan/Aztec Prophesy of the Return of Quetzalcoalt, who comes to earth every 500 years as direct representative of our 'Father Sun'.
We had been expecting His 'return' at this times, to the land of Aztlan, the Southwest of the United States.
As the prophesy manifested The NativeAmerican Renaissance following the 500 years of our dark ages since the invasion and destruction of our civilization by the Europeans.

April 22nd 1970, marked that beginning as the prophesy's fulfillment in our times and us as the chosen ones to open such cosmic door.
Birthed in Aztlan, the Southwest, then spreading out throughout the USA and then after 2001 spreading its impact throughout the Americas,
as we have been witnessing the reuniting of South America in the name of this stage of the prophesy of The Condor and The Eagle.

Our recreation coincides with the Mayan Prophesy of 'The 2012 End of the World', which by then, twelve years after the reestablishment of Aztlan, with the creation of ChicanoPark,
to mean that, as NativeAmericans who believe in that we humans are all created alike and as such we received this new arrivals to our land to then be treachered and attacked as subhumans.
So as recipients of our ancestor's message, this new enlightenment its not just for us Chicanos but for all humanity of this earth, to live and die equally as we have always known.

We know this and are proud to be the ones that were the first to step into the light of the new age with the creation of Chicano Park!

mario acevedo torero

N-1

N-1: Comment noted.

858 774 1286
fuerzamundo.org

MY COMMENTS BY MARCH 11
http://www.voiceofsandiego.org/land-use/article_d55f5718-6cba-11e2-8f87-001a4bcf887a.html

On April 20, 2013 we will be celebrating at our annual Chicano Park Day celebration, *Chicano Park: Aztlan's Jewel and a National Chicano Treasure,* but the Mayor wanted to also acknowledge the placement.
It was officially placed on the Register on January 23 and the word is now getting out--you will notice newspaper articles etc...,

What is significant is the that OUR CHICANO HISTORY is being recognized on a National Level (and consequently on an International level as well)--
we took over the land 43 years ago for the betterment of Logan Heights and our broader and extended Chicano community.
Those efforts are still relevant today, especially with the vote on the future of Barrio Logan--
if you have not voiced your opinion on a broader community versus broader industrial community please express your opinion and vote. You can voice your opinion on the website www.sandiego.gov/planning/community/cpu/barriologanindex.shtml or you can e-mail your comments to DSDEAS@sandiego.gov
(Tommie sent out correspondence from Annie Ross regarding an article "Competing Visions for Barrio Logan" by Andrew Keatts on 2/8/13--here is the link http://www.voiceofsandiego.org/land-use/article_d55f5718-6cba-11e2-8f87-001a4bcf887a.html This article breaks it down very succinctly. All concerns and comments must to be into the City by March 11, 2013.

What is also significant about the designation of Chicano Park and the Chicano Park Monumental Murals is the designation of the Chicano Park Murals on the National Register.
It sets a precedent for other Chicano Murals created during the Chicano Civil Rights era to also be considered worthy of preservation. (It is a tedious process, but if anyone would like to pursue it, hit me up and we can talk about it.)

To recap:

1) March 15, 2013 Mayor's Press Conference at Chicano Park at 10:30 You all painted those beautiful murals, please considering being there.

2) March 11, 2013 deadline to voice your opinion about a broader community versus a broader industrial community for Barrio Logan.

3) April 20, 2013 Chicano Park Day celebration.

N-1 (cont.)

From: McPherson, Anna
To: McPherson, Anna; Gates, Lara; Donna Steel
Subject: Josephine Talamantez-FW: Comments about Barrio Logan Plan
Date: Tuesday, March 12, 2013 9:17:58 AM

From: Josephine Talamantez [mailto:jstalamantez@gmail.com]
Sent: Monday, March 11, 2013 4:07 PM
To: DSD EAS
Subject: Comments about Barrio Logan Plan

To Whom It May Concern,

My name is Josephine Talamantez and I own property in Logan Heights in the residential area that is being considered by the City Redevelopment Agency. My family has lived in the area for over 100 years, primarily due to early residential convenients that did not allow Mexicans, Blacks or Asians to live any where else. We made our living by working in the Fish Caneries and by working on the Docs--long shoreman workers. After WW2 we earned our living still in the Caneries, the Docs, ship building industry, and military.

We stayed in Logan Heights because that is where our family and friends were until the invasion of Freeway 5 and then the San Diego Coronado Bay Bridge displaced many of the residents. The City of San Diego had little regard for my community. Then on Aprill 22, 1970 the community stood up and demanded a park--Chicano Park to maintain some sense of community. My mother and siblings were all involved in this demand. A demand that proved to be a defining moment in the social and political history of San Diego as quoted by the San Diego Historical Society when it recognized Chicano Park as a significant historical site in the City.

As of January 23, 2013 Chicano Park and the Chicano Park Monumental Murals have been listed on the National Register and are now recognized as National Treasures. The local community still faces the same challenges it has all along, not enough money to render a vote that is significant for the powers to recognize that we do not need more industrial or heavy industrial commercial industry in the neighborhood.

O-1

I have attended some of the meetings in the community regarding the plan and it never seems to amaze me that new information is introduced at the drop of a hat. We do not accept the community plan that brings in more industry. Although the plan is listed as the Residential Community Plan, it does not totally refect what many of us are in agreement, but it does however limit heavy industrial commercial activity where families live.

It is understood that this area is highly sought after now and the Port and Industrial community would like nothing more that if we would just get up and leave. After being relegated to this area of town in the early 1900's then to be displaced by industry in the 1950's and 1960's with no ability to speak for ourselves to now being given the option of industry or no industry continues to insult all of us who own property and who have family who continue to live in the neighborhood.

I am voting for the Residential Community plan, however I would recommend modifications

O-2

O-1: Comment noted.

O-2: Comment noted.

in the area that north east of Harbor Drive that is targed for Commercial development to be changed to Neighborhood Commerical.

Sincerely,

Josephine Talamantez

2119 and 2121 National Ave. San Diego, California 92113

S.0 Executive Summary

S.1 Project Synopsis

This summary provides a brief synopsis of: (1) the proposed project to update the existing 1978 Barrio Logan/Harbor 101 Community Plan (proposed CPU) and Local Coastal Program (LCP), (2) the results of the environmental analysis contained within this Program Environmental Impact Report (PEIR), (3) the alternatives that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. This summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

S.1.1 Project Location and Setting

The proposed CPU is within San Diego County, in the southwestern portion in the city of San Diego (City). Barrio Logan includes the area from Commercial Street and 16th Street on the north to the border with National City to the south, and lies generally west of Interstate 5 (I-5) as it traverses the southern portion of San Diego and east of San Diego Bay. The eastern edge of the planning area is I-5 and the community of Logan Heights. The western boundary is San Diego Bay. To the north is the downtown core and area of the Centre City Community Plan area identified as the East Village, and to the south is National City. Major transportation corridors traverse the area, connecting downtown San Diego to cities south of San Diego.

The Barrio Logan community encompasses a planning area of approximately 1,000 acres and is adjacent to the San Diego Bay, U.S. Navy (Navy) properties, and I-5 within the City. However, just under half of those acres are within the jurisdiction of the City.

The northwest portion of the planning area, generally west of Harbor Drive and north of 28th Street, is under the jurisdiction of the Unified Port of San Diego (Port District). The Navy controls lands to the southwest, generally south of 28th Street and south and west of Main Street where the U.S. Naval Station San Diego (Naval Station San Diego) is located. Both the Port District and Naval Station San Diego are within the existing and proposed community plan area boundary as indicated on figures within the Draft PEIR. The proposed CPU includes the land under the jurisdiction of the Port District and Naval Station San Diego; however, the City has not proposed any land use changes to these lands. Only in the event that these entities relinquish their jurisdictional rights might land use authority over the Port District and Naval Station San Diego revert to the City. The

entire area associated with the proposed CPU is analyzed within the PEIR as applicable to each of the environmental subject areas.

The proposed CPU area is bounded by Commercial Street and 16th Street to the north, I-5 to the east, the mean-high tide line west of Harbor Drive (north of 28th Street and Main Street, and the Naval Station San Diego south of 28th Street) to the west, and National City to the south. Portions of the planning area are located within the Federal Aviation Administration Part 77 Noticing Area for the San Diego International Airport - Lindberg Field and Naval Air Station - North Island; Barrio Logan Redevelopment Area; Barrio Logan Planned District; and Coastal Overlay, Transit Area Overlay, Parking Impact Overlay, and Residential Tandem Parking Overlay Zone(s).

S.1.2 Project Description

The proposed CPU analyzed within this EIR includes a number of legislative actions to be taken by the City Council, but primarily is a comprehensive update of the 1978 Barrio Logan/Harbor 101 Community Plan. The proposed CPU area is entirely within the Coastal Overlay Zone. Because of this, it is also subject to the Coastal Act (Public Resources Code Division 20), which is implemented by the LCP. Approval of the proposed CPU would include an amendment to the LCP and the General Plan, replacement of the Barrio Logan Planned District Ordinance (BLPDO) to update zoning regulations, and adoption and implementation of a public facilities financing plan.

The proposed CPU would provide a long-range, comprehensive policy framework for growth and development in Barrio Logan by designating new land uses, identifying the provision of additional public services and facilities in accordance with City standards, and maintaining the character that defines Barrio Logan over the next 20 to 30 years. Guided by the City of Villages growth strategy and citywide policy direction contained within the General Plan (adopted by the City Council on March 10, 2008), the updated Community Plan will identify a land use strategy to address and reduce land use conflicts in relation to collocation of incompatible uses.

While the proposed CPU sets forth procedures for implementation, it does not establish regulations or legislation, nor does it rezone property. Controls on development and use of public and private property, including zoning, design controls, and implementation of transportation improvements, are included as part of the plan implementation program. The proposed CPU is a component of the City's General Plan as it expresses the General Plan policies in the proposed CPU area through the provision of more site-specific recommendations that implement goals and policies contained within the elements of the General Plan. The 10 elements of the proposed CPU are: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture.

Within the proposed CPU's Land Use Element, the project area is divided into five distinct neighborhoods to allow for individualized CPU goals and policies that reflect the unique built environment and desired land use pattern for each area. These areas include the Community Village Area, Historic Core Area, Transition Area, Boston and Main Street Corridor Area, and the Prime Industrial Area. These neighborhoods are described in greater detail in Section 3.3.3.2 and illustrated in Figure 3-5.

In order to ensure that the proposed CPU was a community-driven update, the City conducted a four-year community outreach process commencing in April 2008. Community information was received through a number of community outreach meetings, including Barrio Logan Stakeholder Committee meetings and community workshops. Broad public input was obtained through a series of workshops where residents, employees, and property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, weighed in on issues and provided recommendations.

This PEIR evaluates two land use scenarios at an equal level of detail throughout, referred to as Scenario 1 and Scenario 2. These two land use scenarios are the result of continuing refinements to the land use maps that were originally developed by the community at the charrette in January 2009. Multiple iterations of maps were reviewed by the community and revised in order to better meet the goals and desires of residents, businesses, and institutions with a vested interest in the community.

In general, Scenario 1 provides slightly more emphasis on uses that support community residential development, while Scenario 2 focuses on intensive commercial and industrial uses, including the inclusion of a maritime-oriented commercial land use adjacent to Port District lands along the waterfront. The majority of proposed goals and policies for the 10 elements of the proposed CPU are generally the same for both land use scenarios, with the exception of those that are specifically focused on maritime-oriented commercial development cited in the Land Use and Economic Prosperity Elements, which is specific to land uses proposed under Scenario 2. These scenarios were developed in order to allow decision-makers to weigh the merits and environmental impacts of each scenario and to select one scenario, a hybrid, or an alternative for approval. Once selected, only a single land use map and associated zoning would be implemented.

As discussed above, the proposed CPU area is entirely within the Coastal Overlay Zone, and is thus subject to the Coastal Act, where a Coastal Development Permit is required. Under both land use scenarios, a Coastal Categorical Exclusion Area is proposed (see Figure 3-6). The Coastal Categorical Exclusion would categorically exclude development projects in this area from processing a Coastal Development Permit.

Projects in this area would be required to comply with regulations within the City's Land Development Code (LDC), which is contained within Chapters 11–15 of the San Diego

Municipal Code. The LDC contains the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed within the city. An amendment to the LDC would make projects within this area ministerial, and therefore exempt from CEQA (Section 15300.1).

However, to qualify for this ministerial process, projects within this Coastal Categorical Exclusion Area would not require any other discretionary permit, including a Neighborhood Use Permit, Conditional Use Permit, Neighborhood Development Permit, Site Development Permit, Planned Development Permit, or Variance. The project applicant would also be required to demonstrate that the premises (e.g., parcel) of the proposed development has obtained clearance from the County of San Diego Department of Environmental Health stating that no hazardous materials impacts would result from the development, or that no hazardous materials impacts would result from the development upon completion of required remediation.

Discretionary actions by the City Council required to implement the project include: selection of a preferred land use plan, approval and certification of the PEIR at a noticed public hearing (Process 5), amendment to the LDC, amendment to the General Plan, including approval of the proposed CPU, and rezoning (replacement of the BLPDO with citywide zoning and removal of the proposed CPU area from the Beach Impact Area of the Parking Impact Overlay Zone). Discretionary actions by other agencies include certification of the LCP and approval of a Coastal Categorical Exclusion and PEIR by the California Coastal Commission (CCC).

S.1.3 Project Objectives

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15124, the following specific project objectives for the proposed CPU support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate in this PEIR, and will ultimately aid decision-makers in preparing findings and overriding considerations, if necessary. The primary objectives of the proposed CPU are to:

1. **Incentivize Development in the Community Village Area:** Streamline permit processing requirements in order to ensure a less costly and time-intensive process within the Community Village Area.

2. **Achieve the level of density and intensity necessary to support a Community Village:** Increase allowable residential densities to an average of 30 to 74 dwelling units per acre and add opportunities for development of residential/commercial mixed use to support development of a Community Village.

3. **Increase Housing in the Community Village and Historic Core Areas:** Identify appropriate locations for housing that is transit supportive to meet a community need for more housing, and affordable housing in particular.

4. **Create a Transition Zone along Main Street to Reduce Collocation Effects:** Designate an area that promotes land uses that will not have adverse impacts to either the residential uses to the east of Main Street or heavy industrial uses to the west of Harbor Drive.

5. **Maintain Maritime-Oriented Industrial Land Supply:** Retain an adequate supply of maritime-oriented uses to meet the current and future needs of the maritime-oriented ship building businesses and the city's economy.

6. **Promote a Multi-Modal Transportation Strategy:** Include walkable and bicycle-friendly streets, accessible and enhanced transit options, and comprehensive parking strategies throughout the community.

These objectives are intended to implement the goals and policies of the General Plan and to reflect the City of Villages strategy by fostering a higher density, transit-rich community; reducing impacts associated with collocation, creating a variety of housing opportunities and promoting a safe and healthy environment while respecting the historic and cultural resources that are important to the community.

The CPU, therefore, was designed to provide:

- A blueprint for development that builds on Barrio Logan's established character as a mixed-use, working neighborhood;

- Land use, public facilities, and development policies for Barrio Logan, as a component of the City's General Plan;

- Strategies and specific implementing actions to help ensure that the Community Plan's vision is accomplished;

- Detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan;

- Guidance that facilitates the City, other public agencies, and private developers to design projects that enhance the character of the community, taking advantage of its setting and amenities; and

- Detailed implementing programs including zoning regulations and a public facilities financing plan.

S.2 Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

Table S-1, located at the end of this section, summarizes the results of the environmental analysis completed for each land use scenario of the proposed CPU. Table S-1 also includes mitigation measures to reduce and/or avoid the environmental effects, with a conclusion as to whether the impact has been mitigated to below a level of significance. The mitigation measures listed in Table S-1 are also discussed within each relevant topical area.

S.3 Areas of Controversy

The Notice of Preparation (NOP) was distributed in September 2009 for a 30-day public review and comment period, and a public scoping meeting was held on September 23, 2009. Public comments were received on the NOP, and comments from the scoping meeting reflect controversy related to several environmental issues. The NOP, comment letters, and comment forms are included in this PEIR as Appendix A.

Controversy associated with the proposed CPU primarily concerns the issues of land use, collocation of residential and industrial uses, and community character; traffic congestion and parking capacity; adequate public services and facilities; and air quality and noise issues. All of these issues are analyzed in the PEIR.

S.4 Issues to be Resolved by the Decision-Making Body

The issues to be resolved by the decision-making body (in this case the City) are those of if and how to mitigate the direct significant impacts created by the implementation of the proposed CPU. The City would decide if the significant unmitigable impacts can be reduced and if the significant impacts associated with the following environmental issues have been fully mitigated below a level of significance.

- Land Use
- Transportation/Circulation/Parking
- Air Quality
- Noise

- Cultural/Historic Resources
- Visual Effects and Neighborhood Character
- Human Health, Public Safety, Hazardous Materials
- Hydrology/Water Quality/Drainage
- Population and Housing
- Public Utilities
- Public Services and Facilities
- Geology and Soils
- Paleontological Resources
- Biological Resources
- Greenhouse Gas Emissions

The City would also decide if the project conforms to land use policies, such as those in the General Plan, and if deviations from these policies are justified and acceptable. Lastly, the City would review the alternatives analyzed within the EIR to determine whether the proposed CPU Scenario 1, Scenario 2, or an alternative might meet the key objectives of the project while reducing its environmental impact.

In addition, the CCC would consider an amendment to the certified LCP to decide whether the proposed CPU is consistent with the requirements of the Coastal Act. A final determination would be made at a separate hearing of the CCC subsequent to a determination that the LCP Amendment application is deemed complete.

S.5 Project Alternatives

In order to fully evaluate the environmental effects of proposed projects, CEQA mandates that alternatives to the proposed project be analyzed. Section 15126.6 of the state CEQA Guidelines requires the discussion of "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 the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects

of the project," even if these alternatives would impede to some degree the attainment of the project objectives.

In addition to the two proposed scenarios that comprise the proposed CPU, the PEIR includes the No Project (Adopted Community Plan) Alternative, the Reduced Project Alternative, and the No Coastal Categorical Exclusion Alternative to further reduce or avoid significant environmental effects of the proposed CPU. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis. Alternatives to the proposed CPU are evaluated in full in Chapter 9, Alternatives, of this document.

S.5.1 No Project Alternative (Adopted Community Plan)

For the proposed CPU, the No Project Alternative would mean adherence to existing land use plans, which in this case would include the existing Barrio Logan/Harbor 101 Community Plan policies, BLPDO, and LCP. The No Project Alternative would not result in additional impacts beyond those that already exist for the adopted Community Plan. However, this alternative would not meet all of the proposed CPU's objectives, and it would not accomplish the smart growth principles to the same degree as the proposed CPU. Furthermore, the No Project Alternative would not address the collocation of incompatible uses associated with heavy industrial uses near sensitive receptors. It would also not meet the objectives of the Port District's Transition Zone strategy to provide transition/buffer zones between heavy industrial or heavy commercial uses and more sensitive areas that allow residential land use.

S.5.2 Reduced Project Alternative

The Reduced Project Alternative would replace the existing adopted community plan and BLPDO and would implement the goals and policies for the 10 proposed CPU elements addressing Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture. This alternative would retain the proposed CPU neighborhood areas, including the Community Village, Historic Core, Transition Zone, and Boston and Main Street Corridor areas. However, this alternative would reduce the number of residential units and square footage of commercial and industrial uses for the two proposed CPU land use scenarios by 30 percent. With the exception of this reduction, all other aspects of the land use plan and zoning would be retained.

The Reduced Project Alternative would not result in additional impacts beyond those previously disclosed for the adopted Community Plan. The Reduced Project Alternative would not meet the proposed CPU's objectives to the same degree as the proposed CPU. With reduced densities, this alternative would not provide as many new housing units to meet projected demand in the Community Village or Historic Core areas, nor

would it retain maritime-oriented industrial or commercial lands, needed to support the City's economy, to the same degree. With a 30 percent reduction in residential and commercial/industrial uses, there would likely be a reduction in the total number of residents or employees who use multi-modal transit options. These considerations are an important factor in weighing the benefits of the alternative.

S.5.3 No Coastal Categorical Exclusion Alternative

The No Coastal Categorical Exclusion Alternative would eliminate text from the proposed CPU with regard to the Coastal Categorical Exclusion Area and approval process. By removing this component from the proposed CPU, future qualifying projects would no longer be reviewed ministerially within the Coastal Categorical Exclusion Area, and the review process would not be streamlined. Significant effects of the project would be lessened because all future projects would be subject to discretionary review. However, this alternative would not meet Project Objective 1 to incentivize development in the Community Village Area and streamline future permit processing to ensure a less costly and time-intensive process within the Community Village Area – an objective, which, it is hoped, will stimulate interest in development of affordable housing for the community. Unless exempted by the regulations of the LDC, projects in the prescribed area would be subject to the requirement to process a discretionary Coastal Development Permit.

S.5.4 Environmentally Superior Alternative

CEQA Guidelines section 15126.6(e)(2) requires an EIR to identify the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must identify an environmentally superior alternative from the other alternatives. The Reduced Project Alternative is identified as the environmentally superior alternative because it would reduce the proposed CPU's impacts to the greatest extent.

The Reduced Project Alternative limits build-out potential within the proposed CPU area by approximately 30 percent as compared to the proposed CPU land uses plan scenarios. The reduced intensity under this alternative would result in incrementally less traffic and construction activity, thereby resulting in a reduction in impacts as compared to the proposed CPU in regard to the following issues: transportation/circulation/parking, air quality (construction and operational emissions), noise, and greenhouse gas emissions.

However, while the Reduced Project Alternative would be the Environmentally Superior Alternative, and would attain or partially attain most of the proposed CPU's objectives, it would fail to meet project objectives to the same full extent as either of the proposed CPU scenarios, especially in regard to providing higher density residential development

in close proximity to transit, increasing affordable housing options, retaining an adequate supply of maritime-oriented industrial land, and supporting enhanced use of transit. Only the two scenarios associated with the proposed CPU fully meet all objectives.

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION FOR SCENARIO 1 AND SCENARIO 2

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
LAND USE						
Issues 1 and 2: Consistency with Adopted Environmental or Land Use Plans, Policies and Regulations Would the proposed CPU conflict with any adopted environmental plans, including applicable habitat conservation plans or with the environmental goals of adopted community plans, land use designations or any other applicable land use plans, policies or regulations of state or federal agencies with jurisdiction over the City?						
a. General Plan (Noise Policies)	Significant	Mitigation was determined to be infeasible at the programmatic level.	Significant and unmitigable	Significant	Mitigation was determined to be infeasible at the programmatic level.	Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
TRANSPORTATION, CIRCULATION AND PARKING						
Issue 1: *Traffic Circulation* Would the proposed CPU result in any intersections, roads, or freeway segments to operate at LOS E or F on the planned transportation network which exceed the City's significance thresholds?						
a. Intersections						
Community Plan build-out for either Scenario 1 or Scenario 2 will occur over the planning horizon for the proposed CPU, and traffic intersection improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.						
Intersection National Avenue and 16th Street	Cumulatively significant	**TRF-1** Install traffic signal.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-1** Install traffic signal.	Potentially Significant and unmitigable
Intersection Harbor Drive and Sigsbee Street	Cumulatively significant	**TRF-2** Install traffic signal.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-2** Install traffic signal.	Potentially Significant and unmitigable
Intersection Logan Avenue and Beardsley Street/ I-5 southbound off-ramp	Cumulatively significant	**TRF-3** Install traffic signal (requires Caltrans approval).	Potentially Significant and unmitigable	Cumulatively significant	**TRF-3** Install traffic signal (requires Caltrans approval).	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Intersection National Avenue and Beardsley Street	Cumulatively significant	**TRF-4** Install traffic signal.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-4** Install traffic signal.	Potentially Significant and unmitigable
Intersection Harbor Drive and Beardsley Street	Cumulatively significant	**TRF-5** Modify raised median along Harbor Drive and restrict the eastbound left-turn movements and southbound left-turn movements.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-5** Modify raised median along Harbor Drive and restrict the eastbound left-turn movements and southbound left-turn movements.	Potentially Significant and unmitigable
Intersection Logan Avenue and Cesar E. Chavez Parkway	Cumulatively significant	**TRF-6** Add exclusive eastbound right-turn lane. Add northbound overlap phase (requires Caltrans approval).	Potentially Significant and unmitigable	Cumulatively significant	**TRF-6** Add exclusive eastbound right-turn lane. Add northbound overlap phase (requires Caltrans approval).	Potentially Significant and unmitigable
Intersection National Avenue and Cesar E. Chavez Parkway	Cumulatively significant	**TRF-7** Add exclusive eastbound and westbound right-turn lanes. This improvement is recommended to mitigate a potential queuing impact.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-7** Add exclusive eastbound and westbound right-turn lanes. This improvement is recommended to mitigate a potential queuing impact.	Potentially Significant and unmitigable
Intersection Main Street and Cesar E. Chavez Parkway	Cumulatively significant	**TRF-8** Add exclusive westbound right-turn lane. This improvement is recommended to mitigate a potential queuing impact.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-8** Add exclusive westbound right-turn lane. This improvement is recommended to mitigate a potential queuing impact.	Potentially Significant and unmitigable
Intersection Harbor Drive and Cesar E. Chavez Parkway	Cumulatively significant	**TRF-9a** Add second eastbound left-turn lane, a southbound right-turn overlap phase and a northbound exclusive right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	Potentially Significant and unmitigable	Cumulatively significant	**TRF-9b** Add second eastbound left-turn lane. Add a southbound right-turn overlap phase. Add exclusive westbound right-turn lane. Add exclusive northbound right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	Potentially Significant and unmitigable
Intersection Logan Avenue and Sampson Street	Cumulatively significant	**TRF-10** Install traffic signal. Add northbound and southbound left-turn lanes.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-10** Install traffic signal. Add northbound and southbound left-turn lanes.	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Intersection Main Street and 26th Street	Cumulatively significant	**TRF-11** Eliminate northbound through movement. This improvement is not needed based on a delay impact. It is part of a truck route improvement.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-11** Eliminate northbound through movement. This improvement is not needed based on a delay impact. It is part of a truck route improvement.	Potentially Significant and unmitigable
Intersection Harbor Drive and Schley Street	Cumulatively significant	**TRF-12** Eliminate southbound left/through movement. Add southbound right-turn overlap phase.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-12** Eliminate southbound left/through movement. Add southbound right-turn overlap phase.	Potentially Significant and unmitigable
Intersection National Avenue and 28th Street	Cumulatively significant	**TRF-13** Add exclusive southbound right-turn lane.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-13** Add exclusive southbound right-turn lane.	Potentially Significant and unmitigable
Intersection Boston Avenue and 28th Street	Cumulatively significant	**TRF-14a** Add southbound through lane and remove exclusive northbound right-turn lane.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-14b** Add southbound through lane and remove exclusive northbound right-turn lane (part of 28th Street improvements). Add exclusive eastbound right-turn lane.	Potentially Significant and unmitigable
Intersection Harbor Drive and 28th Street	Cumulatively significant	**TRF-15** Add second eastbound and southbound left-turn lanes.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-15** Add second eastbound and southbound left-turn lanes.	Potentially Significant and unmitigable
Intersection Boston Avenue and I-5 southbound on-ramp	Cumulatively significant	**TRF-16** Install traffic signal (requires Caltrans approval).	Potentially Significant and unmitigable	Cumulatively significant	**TRF-16** Install traffic signal (requires Caltrans approval).	Potentially Significant and unmitigable
Intersection 32nd Street and Wabash Street	Cumulatively significant	**TRF-17** Construct a direct connector from Harbor Drive to Wabash Street (under study by Caltrans)	Potentially Significant and unmitigable	Cumulatively significant	**TRF-17** Construct a direct connector from Harbor Drive to Wabash Street (under study by Caltrans)	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Intersection Harbor Drive and 32nd Street	Cumulatively significant	**TRF-18** Construct a direct connector from Harbor Drive to Wabash Street (under study by Caltrans)	Potentially Significant and unmitigable	Cumulatively significant	**TRF-18** Construct a direct connector from Harbor Drive to Wabash Street (under study by Caltrans)	Potentially Significant and unmitigable
Intersection I-5 SB off-ramp and 28th Street	Cumulatively significant	**TRF-19** Install traffic signal (improvement requires Caltrans approval)	Potentially Significant and unmitigable	Cumulatively significant	**TRF-19** Install traffic signal (improvement requires Caltrans approval)	Potentially Significant and unmitigable
b. Roadway Segments						
Community Plan build-out for either Scenario 1 or Scenario 2 will occur over the planning horizon for the proposed CPU, and road segment improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.						
Roadway Segment Cesar E. Chavez Parkway between Logan Avenue and National Avenue	Cumulatively significant	**TRF-20** Reclassify lanes, install a raised median, allow on-street parking, install a right turn lane, and roadway segment to be considered class III bicycle facility.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-20** Reclassify lanes, install a raised median, allow on-street parking, install right turn lane, and roadway segment to be considered class III bicycle facility.	Potentially Significant and unmitigable
Roadway Segment Cesar E. Chavez Parkway between National Avenue and Newton Avenue	Cumulatively significant	**TRF-20** Reclassify lanes, install a raised median, allow on-street parking, install right turn lane, and roadway segment to be considered class III bicycle facility.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-20** Reclassify lanes, install a raised median, allow on-street parking, install right turn lane, and roadway segment to be considered class III bicycle facility.	Potentially Significant and unmitigable
Roadway Segment Cesar E. Chavez Parkway between Newton Avenue and Main Street	Cumulatively significant	**TRF-20** Reclassify lanes, install a raised median, allow on-street parking, install right turn lane, and roadway segment to be considered class III bicycle facility.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-20** Reclassify lanes, install a raised median, allow on-street parking, install right turn lane, and roadway segment to be considered class III bicycle facility.	Potentially Significant and unmitigable
Roadway Segment Sampson Street between National Avenue and Harbor Drive	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Roadway Segment 26th Street between National Avenue and Main Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment 28th Street between I-5 and Boston Avenue	Cumulatively significant	**TRF-21** Reconfigure as a four-lane major arterial with a five-foot raised median. The new configuration would allow for two-lanes in each direction and an auxiliary lane in the southbound direction.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-21** Reconfigure as a four-lane major arterial with a five-foot raised median. The new configuration would allow for two-lanes in each direction and an auxiliary lane in the southbound direction.	Potentially Significant and unmitigable
Roadway Segment 32nd Street between Main Street and Wabash Boulevard	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Vesta Street between Main Street and I-5 Ramps	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Logan Avenue between Sigsbee Street and Cesar E. Chavez Parkway	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment National Avenue between Beardsley Street and Cesar E. Chavez Parkway	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Roadway Segment National Avenue between Cesar E. Chavez Parkway and Evans Street	Cumulatively significant	**TRF-22** Reclassify as a two-lane collector with a two-way left-turn lane.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-22** Reclassify as a two-lane collector with a two-way left-turn lane.	Potentially Significant and unmitigable
Roadway Segment National Avenue between Sicard Street and 27th Street	Cumulatively significant	**TRF-23** Reclassify as a two-lane collector with a two-way left-turn lane.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-23** Reclassify as a two-lane collector with a two-way left-turn lane.	Potentially Significant and unmitigable
Roadway Segment Boston Avenue between 28th Street and 29th Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Boston Avenue between 29th Street and 32nd Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Main Street between Cesar E. Chavez Parkway and Evans Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Main Street between Evans Street and 26th Street	Cumulatively significant	**TRF-24** Reclassify as a two-lane collector with a two-way left-turn lane.	Potentially Significant and unmitigable	Cumulatively significant	**TRF-24** Reclassify as a two-lane collector with a two-way left-turn lane.	Potentially Significant and unmitigable
Roadway Segment Main Street between 26th Street and 28th Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Roadway Segment Main Street between 28th Street and 29th Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Main Street between 29th Street and 32nd Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Main Street between 32nd Street and Rigel Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Main Street between Rigel Street and Una Street	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable
Roadway Segment Main Street between Una Street and the I-5 southbound off-ramp	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable	Cumulatively significant	Mitigation was determined to be infeasible.	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
c. Freeway Segments						
Community Plan build-out for either Scenario 1 or Scenario 2 will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.						
Freeway Segment I-5 from J Street to SR-75 Junction	Cumulatively significant	• Signalization of the intersection of Logan Avenue and Beardsley Street/ I-5 southbound off-ramp • Traffic signal modification at the intersection of Logan Avenue and Cesar E. Chavez Parkway (SR-75 on-ramp) • Signalization of the intersection of Boston Avenue and I-5 southbound on-ramp- 29th Street	Potentially Significant and unmitigable	Cumulatively significant	• Signalization of the intersection of Logan Avenue and Beardsley Street/ I-5 southbound off-ramp • Traffic signal modification at the intersection of Logan Avenue and Cesar E. Chavez Parkway (SR-75 on-ramp) • Signalization of the intersection of Boston Avenue and I-5 southbound on-ramp- 29th Street	Potentially Significant and unmitigable
Freeway Segment I-5 from SR-75 Junction to 28th Street	Cumulatively significant	• Roadway improvements along 28th Street to accommodate an additional southbound lane, including the potential for widening the I-5 overcrossing • Signalization of the intersection of 28th Street and I-5 southbound off-ramp	Potentially Significant and unmitigable	Cumulatively significant	• Roadway improvements along 28th Street to accommodate an additional southbound lane, including the potential for widening the I-5 overcrossing • Signalization of the intersection of 28th Street and I-5 southbound off-ramp	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Freeway Segment I-5 from 28th Street to SR-15 Interchange	Cumulatively significant	• Changes to the roadway striping along Main Street between 28th Street and 29th Street to facilitate freeway access to the I-5 southbound on-ramp at Boston Avenue • Installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound SR-15 (under study by the Port District and Caltrans) • Construction of the Vesta Street Overcrossing at Harbor Drive (under study by the Navy)	Potentially Significant and unmitigable	Cumulatively significant	• Changes to the roadway striping along Main Street between 28th Street and 29th Street to facilitate freeway access to the I-5 southbound on-ramp at Boston Avenue • Installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound SR-15 (under study by the Port District and Caltrans) • Construction of the Vesta Street Overcrossing at Harbor Drive (under study by the Navy)	Potentially Significant and unmitigable
Freeway Segment I-5 from SR-15 Interchange to Division Street	Cumulatively significant	• Coordination of City and Navy related to the closure of the east leg of the 32nd Street and Norman Street-Wabash Boulevard intersection (recently completed, trial basis by Navy)	Potentially Significant and unmitigable	Cumulatively significant	• Coordination of City and Navy related to the closure of the east leg of the 32nd Street and Norman Street-Wabash Boulevard intersection (recently completed, trial basis by Navy)	Potentially Significant and unmitigable
Freeway Segment SR-15 from I-5 Interchange to Ocean View Boulevard	Cumulatively significant	• Grade separation of the trolley tracks at the 28th Street / Harbor Drive and 32nd Street/ Harbor Drive intersections (to be completed by SANDAG and part of the 2050 RTP)	Potentially Significant and unmitigable	Cumulatively significant	• Grade separation of the trolley tracks at the 28th Street / Harbor Drive and 32nd Street / Harbor Drive intersections (to be completed by SANDAG and part of the 2050 RTP)	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Issue 3: *Parking Supply* Would the proposed CPU create an average demand for parking that could substantially exceed the available supply?	Significant	**TRF-25** Prior to the construction of proposed CPU intersection improvements at the intersections of Cesar E. Chavez Parkway and Logan Avenue, Cesar E. Chavez Parkway and National Avenue, and Cesar E. Chavez Parkway and Main Street, the City would coordinate with MTS and others to reduce impacts to on-street parking at these locations. Actions may include relocation of planned MTS bus stops or other measures that achieve replacement of parking lost due to planned improvements. **TRF-26** Prior to the removal of parking along 28th Street to accommodate roadway segment improvements, the City shall evaluate for and consider installing additional diagonal parking along Boston Avenue between 28th Street and 29th Street or at alternative locations in the vicinity to replace the loss of parking along 28th Street.	Potentially Significant and unmitigable	Significant	**TRF-25** Prior to the construction of proposed CPU intersection improvements at the intersections of Cesar E. Chavez Parkway and Logan Avenue, Cesar E. Chavez Parkway and National Avenue, and Cesar E. Chavez Parkway and Main Street, the City would coordinate with MTS and others to reduce impacts to on-street parking at these locations. Actions may include relocation of planned MTS bus stops or other measures that achieve replacement of parking lost due to planned improvements. **TRF-26** Prior to the removal of parking along 28th Street to accommodate roadway segment improvements, the City shall evaluate for and consider installing additional diagonal parking along Boston Avenue between 28th Street and 29th Street or at alternative locations in the vicinity to replace the loss of parking along 28th Street.	Potentially Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		TRF-27 Prior to the removal of existing surface parking along Main Street and Harbor Drive, the City shall coordinate with the Port District and Naval Station San Diego to develop a parking management plan. The parking management plan is intended to demonstrate that sufficient parking is provided to meet the needs of employees working in those jurisdictions and to reduce the parking demand on public streets within the proposed CPU area.			**TRF-27** Prior to the removal of existing surface parking along Main Street and Harbor Drive, the City shall coordinate with the Port District and Naval Station San Diego to develop a parking management plan. The parking management plan is intended to demonstrate that sufficient parking is provided to meet the needs of employees working in those jurisdictions and to reduce the parking demand on public streets within the proposed CPU area.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
AIR QUALITY						
Issue 1: Clean Air Standards Would implementation of the proposed CPU result in an increased number of automobile trips or stationary source emissions which could potentially affect San Diego's ability to meet regional, state, and federal clean air standards, including the RAQS or SIP?	Significant	Mitigation was determined to be infeasible.	Significant and unmitigable	Significant	Mitigation was determined to be infeasible.	Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Issue 2: Air Pollutant Emissions Would implementation of the proposed CPU result in air emissions that could substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?						
a. Criteria Pollutants	Significant	Mitigation was determined to be infeasible.	Significant and unmitigable	Significant	Mitigation was determined to be infeasible.	Significant and unmitigable
b. Health Risk Assessment	Significant	Mitigation was determined to be infeasible.	Significant and unmitigable	Significant	Mitigation was determined to be infeasible.	Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
NOISE						
Issue 1: Exposure of Noise-Sensitive Land Uses Would the proposed CPU result in exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCPs, or applicable standards of other agencies?	Significant	At the programmatic level, mitigation was determined to be infeasible.	Significant and unmitigable	Significant	At the programmatic level, mitigation was determined to be infeasible.	Significant and unmitigable
Issue 2: Ambient Noise Level Increase Would implementation of the proposed CPU result in a substantial increase in the existing ambient noise levels?	Significant	At the programmatic level, mitigation was determined to be infeasible.	Significant and unmitigable	Significant	At the programmatic level, mitigation was determined to be infeasible.	Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
Issue 3: Land Use Incompatibilities Would implementation of the proposed CPU result in increased land use incompatibilities associated with noise?	Significant	At the programmatic level, mitigation was determined to be infeasible.	Significant and unmitigable	Significant	Mitigation was determined to be infeasible at the programmatic level.	Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
CULTURAL RESOURCES						
Issue 1: Prehistoric/Historic Resources Would implementation of the proposed CPU result in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites?	Significant	No feasible mitigation for future ministerial projects in the Coastal Categorical Exclusion Area with regards to potential significant impacts to historical or archaeological resources has been identified. However, included herein are mitigation guidelines that are currently applied to projects subject to discretionary approval (outside of the Categorical Exclusion Area) that could result in impacts to historical resources. Future projects would be subject to site-specific measures in effect at the time the projects are processed.	Significant and unmitigable	Significant	No feasible mitigation for future ministerial projects in the Coastal Categorical Exclusion Area with regards to potential significant impacts to historical or archaeological resources has been identified. However, Included herein are mitigation guidelines that are currently applied to projects subject to discretionary approval (outside of the Categorical Exclusion Area) that could result in impacts to historical resources. Future projects would be subject to site-specific measures in effect at the time the projects are processed.	Significant and unmitigable
		a. Mitigation Guidelines for Historic Buildings and Structures Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1 or Scenario 2, that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.			**a. Mitigation Guidelines for Historic Buildings and Structures** Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1 or Scenario 2, that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures can include, but are not limited to: a. Preparing a historic resource management plan; b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; For resources that have been determined eligible or have been designated under federal, state, or			Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures can include, but are not limited to: f. Preparing a historic resource management plan; g. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); h. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; i. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; j. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; For resources that have been determined eligible or have been designated under federal, state, or	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		local criteria, and the potential exists for direct and/or indirect impacts associated with a future project proposing building alteration, demolition, restoration, or relocation, specific mitigation measures would be required at the project level for future projects.			local criteria, and the potential exists for direct and/or indirect impacts associated with a future project proposing building alteration, demolition, restoration, or relocation, specific mitigation measures would be required at the project level for future projects.	
		b. Mitigation Guidelines for Archaeological Resources Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1 or Scenario 2, that could directly affect an archaeological resource; the City shall require 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, but are not limited to, 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. **INITIAL DETERMINATION** The City's environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g.			**b. Mitigation Guidelines for Archaeological Resources** Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1 or Scenario 2, that could directly affect an archaeological resource; the City shall require 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, but are not limited to, 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. **INITIAL DETERMINATION** The City's environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City's Historical Resources Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines. STEP 1: Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center			Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City's Historical Resources Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines. STEP 1: Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeologicaly Center	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		and any tribal repositories or museums. In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report. Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case by case basis. Native American participation is required for field surveys when there is likelihood that the project site			and any tribal repositories or museums. In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report. Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case by case basis. Native American participation is required for field surveys when there is likelihood that the project site	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable. STEP 2: Once a historic resource has been identified, a significance determination must be made. Tribal representatives and/or Native American monitors must be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing			contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable. STEP 2: Once a historic resource has been identified, a significance determination must be made. Tribal representatives and/or Native American monitors must be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		methodologies, including surface and subsurface investigations, can be found in the City Guidelines. The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. 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. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. 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			methodologies, including surface and subsurface investigations, can be found in the City Guidelines. The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. 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. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. 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	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		monitoring is required. STEP 3: Preferred mitigation for historic resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a RDDRP is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and 21084.1 is required. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.			monitoring is required. STEP 3: Preferred mitigation for historic resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a RDDRP is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and 21084.1 is required. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored. STEP 4: Historic resource reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural			A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored. STEP 4: Historic resource reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation. Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required. Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports.			landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation. Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required. Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries. STEP 5: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has			Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries. STEP 5: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation. Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources			the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation. Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources	

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SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36CFR79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.			Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36CFR79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.	
Issue 2: Religious/Sacred Uses and Human Remains Would implementation of the proposed CPU result in impacts to existing religious or sacred uses within the city or the disturbance of any human remains, including those interred outside formal cemeteries?	Significant	Mitigation was determined to be infeasible at the programmatic level.	Significant and unmitigable	Significant	At the programmatic level, mitigation was determined to be infeasible	Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
HYDROLOGY, WATER QUALITY, AND DRAINAGE						
Issue 1: Runoff Would the proposed CPU result in changes in absorption rates, drainage patterns, or the rate of surface runoff?						
b. Floodplain Impacts	Cumulatively Significant	Mitigation was determined to be economically infeasible at the programmatic level.	Cumulatively significant and unmitigable	Cumulatively Significant	Mitigation was determined to be economically infeasible at the programmatic level.	Cumulatively significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
PALEONTOLOGICAL RESOURCES						
Issue 1: Paleontological Resources Would the proposed CPU allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential?	Significant	Because future projects within the proposed Coastal Categorical Exclusion Area would be subject to ministerial approval, future projects within this area would be allowed to develop without subsequent review provided they conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance. Because there is no mechanism to review and enforce mitigation for future projects proceeding ministerially within the Coastal Categorical Exclusion Area, impacts to paleontological resources would remain significant and unmitigable. Under this scenario, for discretionary projects located outside the Coastal Categorical Exclusion Area and those projects within the Categorical Exclusion area that don't conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance, compliance with the mitigation detailed below related to paleontological resources would reduce those impacts to below a level of significance.	Significant and unmitigable	Significant	Because future projects within the proposed Coastal Categorical Exclusion Area would be subject to ministerial approval, future projects within this area would be allowed to develop without subsequent review provided they conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance. Because there is no mechanism to review and enforce mitigation for future projects proceeding ministerially within the Coastal Categorical Exclusion Area, impacts to paleontological resources would remain significant and unmitigable. Under this scenario, for discretionary projects located outside the Coastal Categorical Exclusion Area and those projects within the Categorical Exclusion area that don't conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance, compliance with the mitigation detailed below related to paleontological resources would reduce those impacts to below a level of significance.	Significant and unmitigable

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		All future discretionary projects which propose grading of 1,000 cubic yards or more and which would extend 10 feet or greater within areas of Old Paralic Deposit (high sensitivity), or projects proposing shallow grading where formations are exposed and where fossil localities have already been identified, shall be required to follow the procedures outlined below as a condition of approval. **I. Prior to Permit Issuance** A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to MMC identifying the PI for			All future discretionary projects which propose grading of 1,000 cubic yards or more and which would extend 10 feet or greater within areas of Old Paralic Deposit (high sensitivity), or projects proposing shallow grading where formations are exposed and where fossil localities have already been identified, shall be required to follow the procedures outlined below as a condition of approval. **I. Prior to Permit Issuance** A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to MMC	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC 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 MMC for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Verification of Records Search 1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations			identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC 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 MMC for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Verification of Records Search 1. The PI shall provide verification to MMC 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.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		and probabilities of discovery during trenching and/or grading activities. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. 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. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Prior to the start of any work that requires monitoring, the PI shall			2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. 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. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if	

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SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC 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). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC 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			appropriate, prior to the start of any work that requires monitoring. 2. 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 MMC 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). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC prior to the	

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(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		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. **III. During Construction** A. Monitor Shall be Present During Grading/Excavation/Trenching. 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 MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Hazard Administration			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. **III. During Construction** A. Monitor Shall be Present During Grading/Excavation/ Trenching. 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	

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SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities 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. 3. The monitor shall document field activity via the 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 MMC. B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the			the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Hazard Administration safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities 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. 3. The monitor shall document field activity via the 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	

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(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a			case of ANY discoveries. The RE shall forward copies to MMC. B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC	

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SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If the 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 MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter			indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. c. If the 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	

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SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		shall also indicate that no further work is required. **IV. Night and/or Weekend Work** A. If night and/or weekend work is included in the contract 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. 2. The following procedures shall be followed. a. 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 MMC via fax by 8 a.m. on the next business day. b. All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction. c. If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction			notification to MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC 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. **IV. Night and/or Weekend Work** A. If night and/or weekend work is included in the contract 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. 2. The following procedures shall be followed. a. 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 MMC via fax by 8 a.m. on the next business day.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		shall be followed. d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. **V. Post Construction** A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines, which describes the results,			b. All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction. c. If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE or BI, as appropriate, shall notify MMC immediately.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft			C. All other procedures described above shall apply, as appropriate. **V. Post Construction** A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines, which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. The PI shall be responsible for recording (on the appropriate forms) any significant or	

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(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		Monitoring Report to the PI for revision or preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be			potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
		responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.			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. C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the draft report has	

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SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
					been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.	

TABLE S-1
SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES FOR SCENARIO 1 AND SCENARIO 2
(CONTINUED)

Environmental Issue Area	Scenario 1	Mitigation	Significance After Mitigation	Scenario 2	Mitigation	Significance After Mitigation
GREENHOUSE GAS EMISSIONS						
Issue 1: Cumulative GHG Emissions Would implementation of the proposed CPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment? With regard to City protocol for GHG analyses, the issue is specifically: would the proposed CPU's GHG emissions with incorporation of GHG-reducing regulations and design features achieve a 28.3 percent or greater reduction relative to the CPU's BAU GHG emissions?	Significant	Mitigation was determined to be infeasible at the programmatic level.	Significant and unmitigable	Significant	Mitigation was determined to be infeasible at the programmatic level.	Significant and unmitigable

Final
Program Environmental Impact Report for the Barrio Logan Community Plan Update

Project No. 240982
SCH No. 2009091021

May 2, 2013

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Acronyms and Abbreviations

°F	degrees Fahrenheit
AAQS	Ambient air quality standards
AB	Assembly Bill
ADD	Assistant Deputy Director
ADRP	Archaeological Data Recovery Program
ADT	average daily traffic
AF	acre feet
AFY	acre feet per year
Agency	Redevelopment Agency of the City
AICUZ	Air Installations Compatible Use Zones
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AME	Archaeological Monitoring Exhibit
AMSL	above mean sea level
APCD	San Diego County Air Pollution Control District
AST	aboveground storage tank
B.P.	Before Present
BAU	business as usual
BFSA	Brian F. Smith and Associates
BI	Building Inspector
BLPDO	Barrio Logan Planned District Ordinance
BLSC	Barrio Logan Plan Update Stakeholder Committee
BMP	best management practice
BNSF	Burlington Northern Santa Fe railroad
CAA	Clean Air Act
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCC	California Coastal Commission
CDFG	California Department of Fish and Game
CDP	Coastal Development Permit
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CIP	Capital Improvements Project
City	City of San Diego
CM	Construction Manager
CMAP	Climate Mitigation and Adaptation Plan
CNEL	community noise equivalent level
CO	carbon monoxide
CPTED	Crime Prevention Through Environmental Design
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSVR	Consultant Site Visit Record

dB	decibels
dB(A)	24-hour A-weighted average decibel level
DEH	Department of Environmental Health
DIF	Development Impact Fee
DP	Documentation Program
DPM	diesel-exhaust particulate matter
DTR	Drayage Truck Regulation
DTSC	Department of Toxic Substances Control
du/ac	dwelling units per acre
EAS	Environmental Analysis Section
EDR	Environmental Data Resources
EFZ	Earthquake Fault Zone
EHC	Environmental Health Coalition
EMS	Emergency Medical Services
EMT	emergency medical technician
EO	Executive Order
EOC	Emergency Operations Center
EPA	Environmental Protection Agency
ESA	Endangered Species Act of 1973
ESD	Environmental Services Department
ESL	Environmentally Sensitive Land
FAA	Federal Aviation Administration
FAR	floor-area ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FY	fiscal year
HCM	Highway Capacity Manual
HCP	Historical Commemorative Program
HME	Historical Monitoring Exhibit
HRA	health risk assessment
HRB	Historical Resources Board
HSA	Hydrologic Sub Area
HU	Hydrologic Unit
HVAC	heating, ventilating, and air conditioning
I-5	Interstate 5
IBT	International, Business and Trade
ICLEI	International Council for Local Environmental Initiatives
ISO	Independent Systems Operator
IWRP	Integrated Water Resources Plan
kV	kilovolt
LCFS	Low Carbon Fuel Standard
LCP	Local Coastal Program
LDC	Land Development Code
LEED	Leadership in Energy and Environmental Design
L_{eq}	one-hour, A-weighted equivalent sound level
LID	Low Impact Development
LOS	level of service
LUST	Leaking Underground Storage Tank

MBTA	Migratory Bird Treaty Act
MHPA	Multiple Habitat Planning Area
MLD	Most Likely Descendent
MMC	Mitigation Monitoring Coordination Section
MMRP	Monitoring and Reporting Program
$MMTCO_2E$	million metric tons of carbon dioxide equivalents
MOE	measure of effectiveness
mph	miles per hour
MSCP	Multiple Species Conservation Program
$MTCO_2E$	metric tons of carbon dioxide equivalents
MTS	San Diego Metropolitan Transit System
MW	megawatt
MWD	Metropolitan Water District
NAAQS	national ambient air quality standards
NAHC	Native American Heritage Commission
NAS	Naval Air Station
NASSCO	General Dynamics National Steel and Shipbuilding Company
NCCP	Natural Habitat Community Conservation Planning Program
NFRAP	No Further Remedial Action Planned
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NRHP	National Register of Historic Places
NTP	Notice to Proceed
O_3	ozone
PEIR	Program Environmental Impact Report
PFFP	Public Facility Financing Plans
PI	Principal Investigator
PM_{10}	particulate matter with an aerodynamic diameter of 10 microns or less
$PM_{2.5}$	particulate matter with an aerodynamic diameter of 2.5 microns or less
Port District	Unified Port of San Diego
pph	person per household
PRC	Public Resources Code
proposed CPU	Barrio Logan Community Plan Update
PUD	Public Utilities Department
RASS	Residential Appliance Saturation Survey
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RCRA GEN	Resource Conservation and Recovery Act Hazardous Waste Generators
RDDRP	research design and data recovery program
RE	Resident Engineer
ROG	reactive organic gas
RPS	Renewables Portfolio Standard
RTP	Regional Transportation Plan
RUWMP	Regional Urban Water Management Plan
RWQCB	San Diego Regional Water Quality Control Board
SARA	Superfund Amendments and Reauthorization Act
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District

SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDG&E	San Diego Gas and Electric
SDIA	San Diego International Airport
SDIY	San Diego and Imperial Valley Railroad
SDMC	San Diego Municipal Code
SDSSS	Seismic Safety Study
SDUSD	San Diego Unified School District
SFHA	Special Flood Hazard Area
SIP	State Implementation Plan
SO_2	sulfur dioxide
SR-15	State Route 15
SR-75	State Route 75
SWF/LF	Solid Waste Facilities/Landfill Site
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCM	Transportation Control Measures
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
U.S.C.	United States Code
USACE	U.S. Army Corps of Engineers
USGS	United States Geological Survey
UST	Underground Storage Tanks
UWMP	Urban Water Management Plan
v/c	volume-to-capacity
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
VSR	Vessel Speed Reduction
Water Authority	San Diego County Water Authority
WMP	Waste Management Plan
WSA	Water Supply Assessment

1.0 Introduction

This Program Environmental Impact Report (PEIR) for the proposed Barrio Logan Community Plan Update (proposed CPU) has been prepared by the City of San Diego (City) in compliance with the California Environmental Quality Act (CEQA) Statute and Guidelines (Public Resources Code, Section 21000 et seq. and California Code of Regulations, Title 14, Section 15000, et seq.) and in accordance with the City's *Environmental Impact Report Guidelines* (EIR Guidelines; City of San Diego 2005) and Development Services Department's *California Environmental Quality Act Significance Determination Thresholds* (Significance Determination Thresholds) (City of San Diego 2011a).

The proposed CPU analyzed within this PEIR includes a number of legislative actions to be taken by the City Council, but primarily is a comprehensive update of the 1978 Barrio Logan/Harbor 101 Community Plan. The Community Plan reflects new citywide policies and programs consistent with the General Plan for the proposed CPU area. The proposed CPU identifies a land use plan to address land use conflicts and includes the following 10 elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture.

The proposed CPU refines and implements the general vision and goals for the city as expressed in the General Plan. To implement the proposed CPU, and included as part of the project analyzed within this PEIR, the City is proposing new development regulations (zoning) that are consistent with city-wide zoning classifications, development design guidelines, and numerous other mobility and environmental guidelines, incentives, and programs to revitalize the community planning area in accordance with the general goals stated in the General Plan. The proposed CPU would also serve as the basis for guiding a variety of other future implementing actions, such as parkland acquisitions and transportation improvements to the local roadway network.

The City is also requesting the California Coastal Commission (CCC) approve a Coastal Categorical Exclusion under the Coastal Act for projects located within this same area, amending the LCP. The City already has the delegated authority to issue Coastal Development Permits (CDPs) for development within the Coastal Overlay Zone that is consistent with an adopted LCP. The Coastal Categorical Exclusion would exclude certain development from the requirement to obtain a CDP where there is no potential for a significant adverse effect on coastal resources. The future development of a specific site would be required to be consistent with the amended LCP for Barrio Logan and the implementing regulations of the Land Development Code (LDC) to be eligible for this alternate process. The proposed ministerial process and Coastal Categorical Exclusion is intended to incentivize revitalization. Further discussion of the proposed

ministerial process and the proposed Coastal Categorical Exclusion, as well as a map of the proposed area for which this streamlined review would be implemented, are located within Chapter 3 of this PEIR.

Consistent with CEQA Guidelines (Section 15168 et al.), the City's *Community Plan Preparation Manual* indicates that the EIR for each community plan may tier off the PEIR prepared for the General Plan (City of San Diego 2009a). Therefore, it was determined that this EIR would be prepared as a PEIR and incorporate by reference the Final PEIR for the General Plan (State Clearinghouse No. 2006091032; City of San Diego 2007b) in its entirety. The Final PEIR is available for review at the City and at the following website:

http://www.sandiego.gov/planning/genplan/peir.shtml

Discretionary actions by the City required to implement the project include: certification of the PEIR at a noticed public hearing; adoption of the proposed CPU to replace the existing CPU; approval of an amendment to the General Plan; approval of an amendment to the LDC to replace the Barrio Logan Planned District Ordinance (BLPDO) with city-wide zoning designations; removal of the proposed CPU area from the Beach Impact Area of the Parking Impact Overlay Zone; approval of an update to the Public Facilities Financing Plan (PFFP) for public facility improvements identified in the Barrio Logan Community Plan; and adoption of the LCP. Discretionary actions by other agencies include amendment and certification of the LCP and associated Coastal Categorical Exclusion for a portion of the proposed CPU area by the CCC.

1.1 PEIR Purpose and Intended Uses

1.1.1 PEIR Purpose

The purpose of this PEIR is to:

- Inform governmental decision-makers and the public about the potential significant environmental effects of proposed activities;
- Identify the ways that environmental damage can be avoided or significantly reduced;
- Prevent significant, unavoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
- Disclose to the public the reasons why the City Council can approve the project if significant environmental effects are involved.

1.1.2 Intended Uses of the PEIR

This PEIR is informational in nature and is intended for use by decision-makers; Responsible or Trustee Agencies as defined under CEQA, and other interested agencies or jurisdictions; and the general public, in evaluating the potential environmental effects, mitigation measures, and alternatives of the proposed CPU. By recognizing the environmental impacts of the proposed CPU, decision-makers will have a better understanding of the physical and environmental changes that would accompany the approval of the proposed CPU. The PEIR includes recommended mitigation measures which, when implemented, would lessen project impacts and provide the City, the Lead Agency as defined in Article 4 of CEQA Guidelines (Sections 15050 to 15051), with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the proposed CPU are presented to evaluate alternative development scenarios that would further reduce or avoid significant impacts associated with the project.

In accordance with CEQA Guidelines, a PEIR may serve as the EIR for subsequent activities or implementing actions, including future development of public and private projects, to the extent it contemplates and adequately analyzes the potential environmental impacts of those subsequent projects. Implementing actions in the proposed CPU may include, but are not limited to, rezoning, tentative subdivision maps, planned development permits, site development permits, development agreements, establishment of public facilities financing mechanisms, formation of community facilities districts, and infrastructure improvement plans.

If in examining these future actions the City finds no new effects could occur, or no new mitigation measures would be required other than those analyzed and/or required in the PEIR, the City can approve the activity as being within the scope covered by this PEIR, and no new environmental documentation would be required. If additional analysis is required, it can be streamlined by tiering from this PEIR pursuant to CEQA Guidelines, Sections 15152, 15153, and 15168 (e.g., through preparation of a Mitigated Negative Declaration, Addendum, or Focused EIR).

1.2 EIR Legal Authority

1.2.1 Lead Agency

The City is the Lead Agency for the proposed CPU pursuant to Article 4 (Sections 15050 and 15051) of the CEQA Guidelines. The Lead Agency, as defined by CEQA Guidelines Section 15367, is the public agency which has the principal responsibility and authority for carrying out or approving a project. On behalf of the Lead Agency, the City's Development Services Department, Environmental Analysis Section, conducted a

preliminary review of the proposed CPU and decided that an EIR was required. The analysis and findings in this document reflect the independent, impartial conclusions of the City.

1.2.2 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by Responsible and Trustee Agencies. A Responsible Agency, defined pursuant to State CEQA Guidelines Section 15381, includes all public agencies other than the Lead Agency which have discretionary approval power over the proposed CPU. A Trustee Agency is defined in Section 15386 of the CEQA Guidelines as a state agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the State of California. Implementation of the proposed CPU would require subsequent actions or consultation from Responsible or Trustee Agencies. A brief description of some of the primary Responsible or Trustee Agencies that may have an interest in the proposed CPU is provided below.

U.S. Army Corps of Engineers (USACE): The USACE has jurisdiction over development in, or affecting, the navigable Waters of the U.S., pursuant to two federal laws: The Rivers and Harbors Act of 1889 and the Clean Water Act, as amended. A navigable water is generally defined by a blue line as plotted on a United States Geological Survey (USGS) quadrangle map. Projects that include potential dredge or fill impacts to Waters of the U.S. are subject to Section 404 of the Clean Water Act. Aggregate impacts to Waters of the U.S. (defined as direct fill or indirect effects of fill) greater than one-half acre require a permit. All permits issued by the USACE are subject to consultation and/or review by the U.S. Fish and Wildlife Service and the Environmental Protection Agency (EPA). No permits from USACE are required at this time; however, development projects under the proposed CPU may require review and/or permits in the future.

California Department of Transportation (Caltrans): The proposed CPU area is adjacent to Interstate 5 (I-5) and adjacent to freeway on-ramps for State Route 15 (SR-15). No permits from Caltrans are required at this time; however, Caltrans approval would be required for any encroachments or construction of facilities in a Caltrans right-of-way associated with any future projects.

California Coastal Commission (CCC): The Coastal Act grants the CCC authority to review and approve plans and projects located within the Coastal Overlay Zone. In the case of community plans (such as the proposed CPU) which have lands within the Coastal Overlay Zone, the community plans must include preparation and adoption of a LCP. A city with a certified LCP is able to issue CDPs for projects in conformance with the adopted LCP. The CCC retains authority over some portions of the Coastal Overlay Zone (including deferred certification areas) and is responsible for certification of

updated LCPs. However, as noted above, the City is requesting a Coastal Categorical Exclusion under the Coastal Act for a portion of the proposed CPU, which is further discussed in Chapter 3 of this PEIR.

California Department of Fish and Wildlife (CDFW): CDFW has the authority to reach an Agreement Regarding Proposed Stream or Lake Alteration (Streambed Alteration Agreement) with an agency or private party proposing to alter the bed, banks, or floor of any watercourse/stream, pursuant to Section 1600 et. seq. of the State Fish and Game Code. The purpose of code Sections 1600-1616 is to protect and conserve fish and wildlife resources that could be substantially adversely affected by a substantial diversion or obstruction of natural flow of, or substantial change or use of material from the bed, bank, or channel of, any river, stream, or lake. CDFW generally evaluates information gathered during preparation of the environmental documentation, and attempts to satisfy their permit concerns in these documents. No permits from CDFW are required at this time; however, development projects under the proposed CPU may require review and/or permits in the future.

San Diego County Air Pollution Control District (APCD): The County Board of Supervisors sits as the Board of the APCD, which is an agency that regulates sources of air pollution within the county. This is accomplished through monitoring, engineering, and compliance divisions within the APCD, designed to protect the public from the adverse impacts of polluted air. No permits from APCD are required at this time. The APCD would be responsible for issuing permits for construction and operation of future projects.

San Diego Regional Water Quality Control Board (RWQCB): The RWQCB regulates water quality through the Section 401 certification process and oversees the National Pollutant Discharge Elimination System (NPDES) Permit No. CA 0108758, which consists of wastewater discharge requirements. No permits from RWQCB are required at this time; however, development projects under the proposed CPU may require review and/or permits in the future.

San Diego County Regional Airport Authority (Airport Authority): The Airport Authority operates the airports and oversees implementation of adopted plans for the region's air transportation needs. The Airport Authority also serves as San Diego County's Airport Land Use Commission, and is responsible for land use planning as it relates to public safety surrounding the region’s airports. As a responsible agency, the Airport Authority would review future development proposals within the proposed CPU area and make “consistency determinations” with the provisions and policies set forth in the San Diego International Airport (SDIA) Airport Land Use Compatibility Plan (ALUCP). No permits from the Airport Authority are required at this time; however, future development projects within the proposed CPU would be subject to the Federal Aviation Administration (FAA) Noticing Area for SDIA and would be required to provide noticing in compliance with applicable federal regulations.

1.3 EIR Type, Scope and Content, and Format

1.3.1 Type of EIR

This EIR has been prepared as a PEIR, as defined in Section 15168 of the CEQA Guidelines. In accordance with CEQA, this PEIR examines the environmental impacts of the proposed CPU, which is comprised of a series of actions. The combined actions can be characterized as one large project for the purpose of this study and is herein referred to as the "proposed CPU". The PEIR focuses primarily on the physical changes in the environment that would result from adoption and implementation of the proposed CPU, including anticipated general impacts that could result during future construction and operation.

1.3.2 PEIR Scope and Content

The scope of analysis for this PEIR was determined by the City as a result of initial project review and consideration of comments received in response to the Notice of Preparation (NOP) circulated September 8, 2009, and a scoping meeting held on September 23, 2009, at 1625 Newton Avenue, San Diego, California. The NOP for analysis of the proposed CPU and associated discretionary actions, related letters received, and comments made during the scoping meeting are included as Appendix A of this PEIR. Through these scoping activities, the proposed CPU was determined to have the potential to result in significant environmental impacts to the following subject areas:

- Land Use
- Transportation/Circulation and Parking
- Air Quality
- Noise
- Cultural/Historic Resources
- Visual Effects and Neighborhood Character
- Human Health, Public Safety, Hazardous Materials
- Hydrology/Water Quality/Drainage
- Population and Housing
- Public Utilities
- Public Services and Facilities
- Geology and Soils
- Paleontological Resources
- Biological Resources
- Greenhouse Gas Emissions

Following scoping of the PEIR, and based on feedback from the San Diego Planning Commission workshop held in May 2011, commercial, industrial, and maritime-business stakeholders requested that a second land use plan which included maritime oriented commercial adjacent to the Unified Port of San Diego (Port District) lands be analyzed at the same level of detail as the originally proposed land use plan. Staff created a new land use designation and zone – Maritime-Oriented Commercial (CC-6-4) – in the area adjacent to Harbor Drive, east of the marine operations along the bay, and incorporated it into the land use plan (and proposed amendment to the LDC) with specific implementing policies, keeping all other aspects of the proposed CPU the same. In this PEIR, the originally proposed land use plan is called "Scenario 1". This second land use scenario is referenced as "Scenario 2". Analysis of both Scenario 1 and Scenario 2 are included within the project environmental analysis chapters (Chapters 4, 5, 6, and 7) to allow for a complete comparison of environmental effects.

The intent of this PEIR is to determine whether implementation of the proposed CPU under either of the proposed scenarios would have a significant effect on the environment through analysis of all of the issues identified during the scoping process. Each environmental issue area includes a description of the existing conditions and regulations relevant to each environmental topic; presentation of threshold(s) of significance for the particular issue area under evaluation based on the City's Significance Determination Thresholds; identification of an issue statement; an assessment of any impacts associated with implementation of the proposed CPU; a summary of the significance of any project impacts; and recommendations for mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area. Pursuant to CEQA Guidelines Section 15126, all phases, or in the case of this project, discretionary actions associated with the proposed CPU are considered in this PEIR when evaluating its potential impacts on the environment, including the construction of future development and operational phases. Impacts are identified as direct or indirect, short-term or long-term, and assessed on a plan-to-ground basis. The plan-to-ground analysis addresses the changes or impacts that would result from implementation of the proposed CPU compared to existing ground conditions and development in accordance with the current approved plan.

The PEIR includes mandatory CEQA discussion areas as follows: Chapter 5 presents a discussion of Significant Irreversible Environmental Changes, and Chapter 6 presents a discussion of Growth Inducement. Cumulative impacts are presented under a separate discussion in Chapter 7 based on issues which were found to be potentially cumulatively significant. Chapter 8, Effects Found Not to Be Significant, presents a brief discussion of the environmental effects of the project which were evaluated as part of the initial scoping and review process and were found not to be potentially significant.

As mentioned above, due to direction received by staff, two land use plans, Scenario 1 and Scenario 2, have been analyzed throughout this PEIR. Both of these scenarios are being reviewed at the same level to allow for a complete comparison of environmental effects. In addition to the two project scenarios, Chapter 9 of this PEIR includes a discussion of Project Alternatives which could avoid or reduce potentially significant environmental effects associated with implementation of the proposed CPU. Alternatives discussed in the PEIR include the No Project Alternative (Adopted Community Plan), the Reduced Project Alternative, and the No Coastal Categorical Exclusion Alternative. For the purposes of this PEIR, the No Project Alternative would be the continued implementation of the adopted community plan with the same land uses and would be equivalent to the existing environmental setting.

1.3.3 PEIR Format

1.3.3.1 Organization

The format and order of contents of this PEIR follow the direction in the EIR Guidelines. A brief overview of the various chapters of this PEIR is provided below:

- **Executive Summary.** Provides a summary of the PEIR, a brief description of the proposed CPU and both project land use scenarios (Scenario 1 and Scenario 2), identification of areas of controversy, and inclusion of a summary table identifying significant impacts, proposed mitigation measures, and significance of impact after mitigation. A summary of the project alternatives and comparison of the potential impacts of the alternatives with those of the two proposed CPU land use scenarios is also provided.

- **Chapter 1, Introduction.** Contains an overview of the legal authority, purpose, and intended uses of the PEIR, as well as its scope and content. It also provides a discussion of the CEQA environmental review process, including public involvement.

- **Chapter 2, Environmental Setting.** Provides a description of the proposed CPU's regional context, location, and existing physical characteristics and land use within the proposed CPU area. An overview of available public infrastructure and services, as well as relationship to relevant plans, is also provided in this chapter.

- **Chapter 3, Project Description.** Provides a detailed discussion of the proposed CPU under both Scenario 1 and Scenario 2, including background, objectives, key features, and environmental design considerations. A comparison of the land use designations and area associated with each designation is included in this chapter to highlight the differences between the two project scenarios. The discretionary actions required to implement the proposed CPU is also included.

- **Chapter 4, Environmental Analysis.** Provides a detailed evaluation of potential environmental impacts associated with both Scenario 1 and Scenario 2 for several environmental and land use issues. Chapter 4 begins with the issue of land use, followed by the remaining issues in order of significance. The analysis of each issue begins with a discussion of the existing conditions, a statement of specific thresholds used to determine significance of impacts, followed by an evaluation of potential impacts and identification of specific mitigation measures to avoid or reduce any significant impacts. Where mitigation measures are required, a statement regarding the significance of the impact after mitigation is provided.

- **Chapter 5, Significant Unavoidable Environmental Effects/Significant Irreversible Environmental Changes.** Provides a summary of any significant unavoidable cumulative impacts of the proposed CPU under both Scenario 1 and Scenario 2. This chapter also describes the potentially significant irreversible changes that may be expected with development of the proposed CPU under both scenarios and addresses the use of nonrenewable resources during its construction and operational life.

- **Chapter 6, Growth Inducement.** Evaluates the potential influence the proposed CPU may have on economic or population growth within the proposed CPU area as well as the region, either directly or indirectly. This analysis contains a review of both Scenario 1 and Scenario 2.

- **Chapter 7, Cumulative Impacts.** Provides an analysis of the impacts of the proposed CPU for each of the two project scenarios (Scenario 1 and Scenario 2) in combination with other planned and future development in the region.

- **Chapter 8, Effects Found Not to Be Significant.** Identifies all of the issues determined in the scoping and preliminary environmental review process to be not significant for both Scenario 1 and Scenario 2, and briefly summarizes the basis for these determinations.

- **Chapter 9, Alternatives.** Provides a description of alternatives to the proposed CPU, including a No Project Alternative, a Reduced Project Alternative, and a No Coastal Categorical Exclusion Alternative.

- **Chapter 10, Mitigation Monitoring and Reporting Program.** Documents all the mitigation measures identified in the PEIR for each of the two project scenarios (Scenario 1 and Scenario 2).

- **Chapter 11, References Cited.** Lists all of the reference materials cited in the PEIR.

- **Chapter 12, Individuals and Agencies Consulted.** Identifies all of the individuals and agencies contacted during preparation of the PEIR.

- **Chapter 13, Certification Page.** Identifies all of the agencies, organizations, and individuals responsible for the preparation of the PEIR.

1.3.3.2 Technical Appendices

Technical reports, used as a basis for much of the environmental analysis in the PEIR, have been summarized in the PEIR, and are included as appendices to this PEIR. The technical reports prepared for the project and their location in the PEIR are listed in the table of contents.

The technical appendices are available for review at the City Development Services Department located at 202 1222 First Avenue C Street, Fifth Floor, San Diego, California 92101 and on the website for the Barrio Logan Community Plan Update:

http://www.sandiego.gov/planning/barriologanupdate/

1.3.3.3 Incorporation by Reference

As permitted by CEQA Guidelines Section 15150, this PEIR has referenced several technical studies and reports. Information from these documents has been briefly summarized in this PEIR, and their relationship to this PEIR described. These documents are included in Chapter 11, References Cited, and are hereby incorporated by reference, and are available for review at the City Development Services: Advance Planning Division, located at 1222 First Ave, Fourth Floor, San Diego, California 92101.

- City of San Diego General Plan (City of San Diego 2008a)

- City of San Diego Program Environmental Impact Report for the General Plan (Final PEIR) (City of San Diego 2007b)

- City of San Diego Housing Element FY2005-FY2010 (City of San Diego 2006)

- City of San Diego Municipal Code including: the LDC (Chapters 11-15); the Barrio Logan Planned District (Chapter 15, Article 2, Division 1) (City of San Diego 2008e)

- City of San Diego Barrio Logan/Harbor 101 Community Plan and Local Coastal Program, as amended (City of San Diego 1991a)

1.4 PEIR Process

The City, as Lead Agency, is responsible for the preparation and review of this PEIR. The PEIR review process occurs in two basic stages. The first stage is the Draft PEIR, which offers the public the opportunity to comment on the document, while the second stage is the Final PEIR.

1.4.1 Draft PEIR

The Draft PEIR is distributed for review to the public and interested and affected agencies for a review period of 45 days for the purpose of providing comments "on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided and mitigated" (Section 15204, CEQA Guidelines). In accordance with Sections 15085 and 15087 (a) (1) of the CEQA Guidelines, upon completion of the Draft PEIR a Notice of Completion has been filed with the State Office of Planning and Research and Notice of Availability of the Draft PEIR issued in the San Diego Union Tribune, a newspaper of general circulation in the area.

The Draft PEIR and all related technical studies are available for review during the public review period at the offices of the City Development Services: Advanced Planning and Engineering Division, located at 1222 First Avenue, Fourth and Fifth Floors, San Diego, California 92101, and on the website for the Barrio Logan Community Plan Update:

http://www.sandiego.gov/planning/barriologanupdate/

Copies of the Draft PEIR are also available at the public libraries in the city, as listed in Table 1-1.

TABLE 1-1
LIST OF LIBRARIES FOR DISTRIBUTION OF DRAFT PEIR

Branch Name	Location
Central Library	820 E Street
Logan Heights Branch Library	811 South 28th Street
Malcom X Library and Performing Arts Center	5148 Market Street

1.4.2 Final PEIR

Comments addressing the scope and adequacy of the environmental analysis are being solicited during the Draft PEIR public review. Following the end of the public review period, the City, as Lead Agency, will provide written responses to comments received on the Draft PEIR per CEQA Guidelines Section 15088. All comments and responses will be considered in the review of the PEIR. Detailed responses to the comments received during public review, a Mitigation Monitoring and Reporting Program (MMRP), Findings of Fact, and a Statement of Overriding Considerations for impacts identified in the Draft PEIR as significant and unmitigable will be prepared and compiled as part of the PEIR finalization process. The culmination of this process is a public hearing where the City Council will determine whether to certify the Final PEIR as being complete and in accordance with CEQA. The Final PEIR will be available for public review at least 14 days before the public hearing in order to provide commenters the opportunity to review the written responses to their comment letters.

2.0 Environmental Setting

As noted in Section 1.3.2 of this PEIR, two land use plans are analyzed at the same level of detail within this PEIR: Scenario 1 and Scenario 2. The project area for both land use plan scenarios is the same; therefore, the following environmental setting applies to both Scenario 1 and Scenario 2. Chapter 4 of this PEIR provides more specific information relating to the current environmental setting/condition as it pertains to the analysis under each of the environmental subject areas (e.g., air quality, aesthetics, biological resources, etc.). For each of the environmental subject areas, the existing condition is provided in the first subsection of each section.

2.1 Regional Setting

The project area, which is defined as the proposed CPU, and used interchangeably throughout this PEIR, is centrally located near downtown San Diego and San Diego Bay (Figure 2-1 and 2-2). The area is urbanized and generally characterized as a mix of residential, commercial, and industrial uses. Major transportation corridors traverse the area, connecting downtown San Diego to cities south of San Diego.

2.2 Project Location

The proposed CPU area is generally bounded by I-5 to the north and northeast, the Port District and U.S. Naval Station San Diego (Naval Station San Diego) along San Diego Bay to the southwest, and National City to the south (Figure 2-3). It is located within an unsectioned portion of the Pueblo Lands of San Diego land grant, USGS 7.5-Minute Series, Point Loma, and National City quadrangles (Figure 2-4). The project area comprises approximately 1,000 acres, including the Port District and Naval Station San Diego, which comprise 562 acres (52 percent) of the land area contained within the project area (see Figure 2-5). The City does not have land use authority over the Port District or the Naval Station San Diego properties. The proposed CPU includes the land under the jurisdiction of the Port District and Naval Station San Diego; however, the City has not proposed any land use changes to these lands. Only in the event that these entities relinquish their jurisdictional rights might land use authority over the Port District and Naval Station San Diego revert to the City. The entire area associated with the proposed CPU is analyzed within the PEIR as applicable to each of the environmental subject areas.

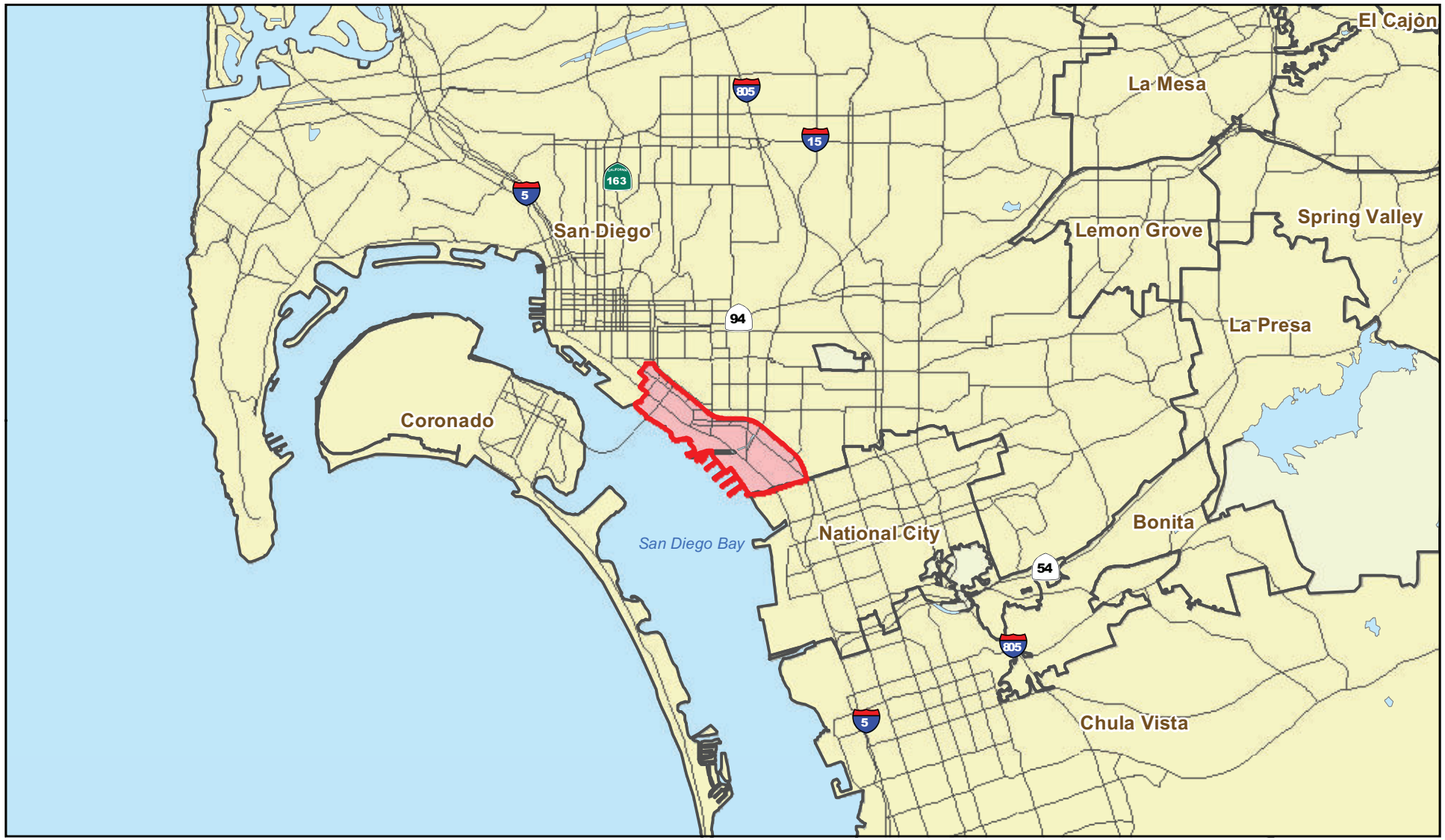

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FIGURE 2-1
Regional Location of the Barrio Logan Community Plan Area

Image source: Copyright 2010 AerialExpress, All Rights Reserved (flown Feb 2010)

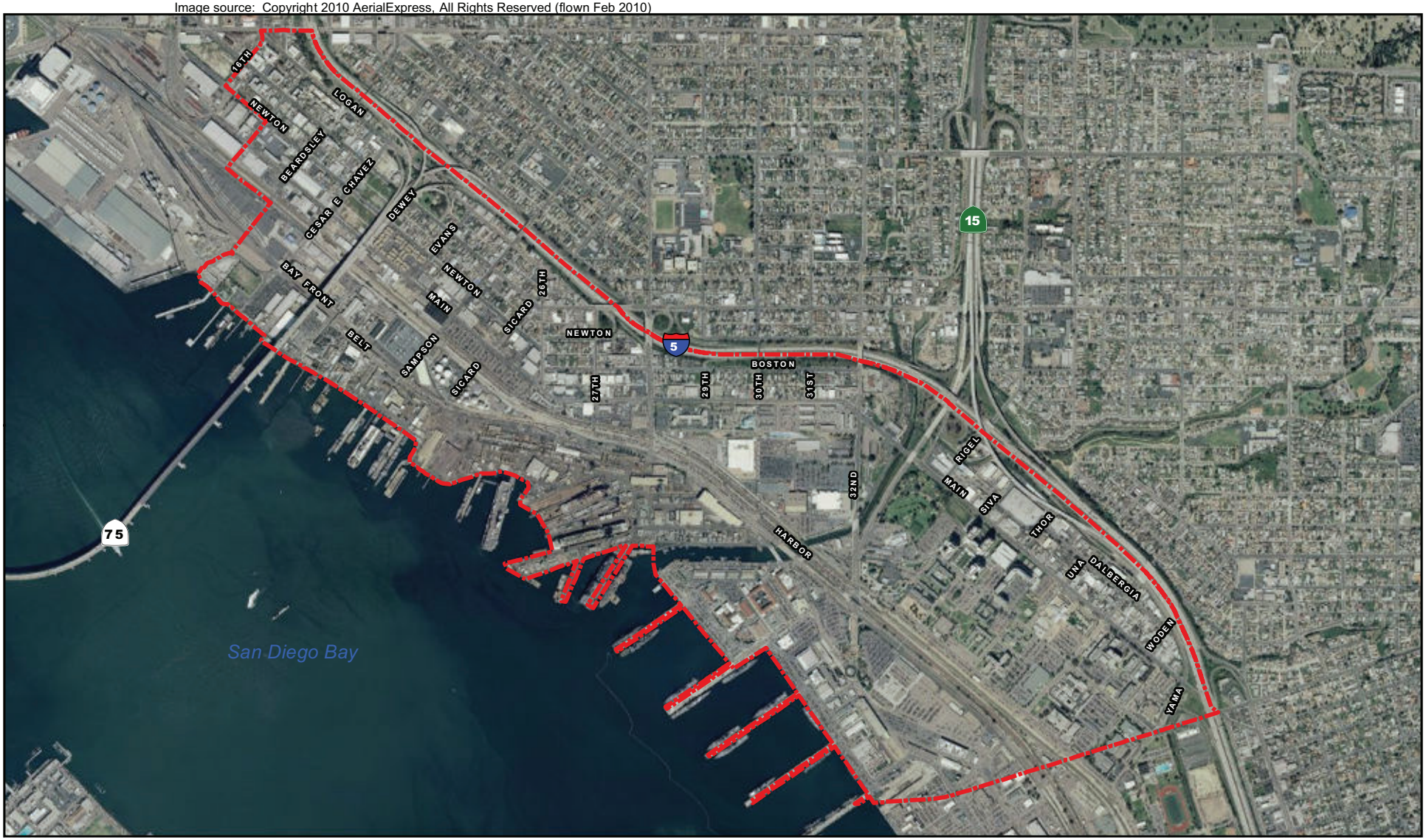

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FIGURE 2-2
Project Area on Aerial Photograph

Map Source: City of San Diego, 2011

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FIGURE 2-3

Project Area Boundary

Map Source: USGS 7.5 minute topographic map series, National City, 1975 and Point Loma, 1994, quadrangles, Pueblo Lands of San Diego land grant

0 Feet 2,000

Barrio Logan Community Plan Area

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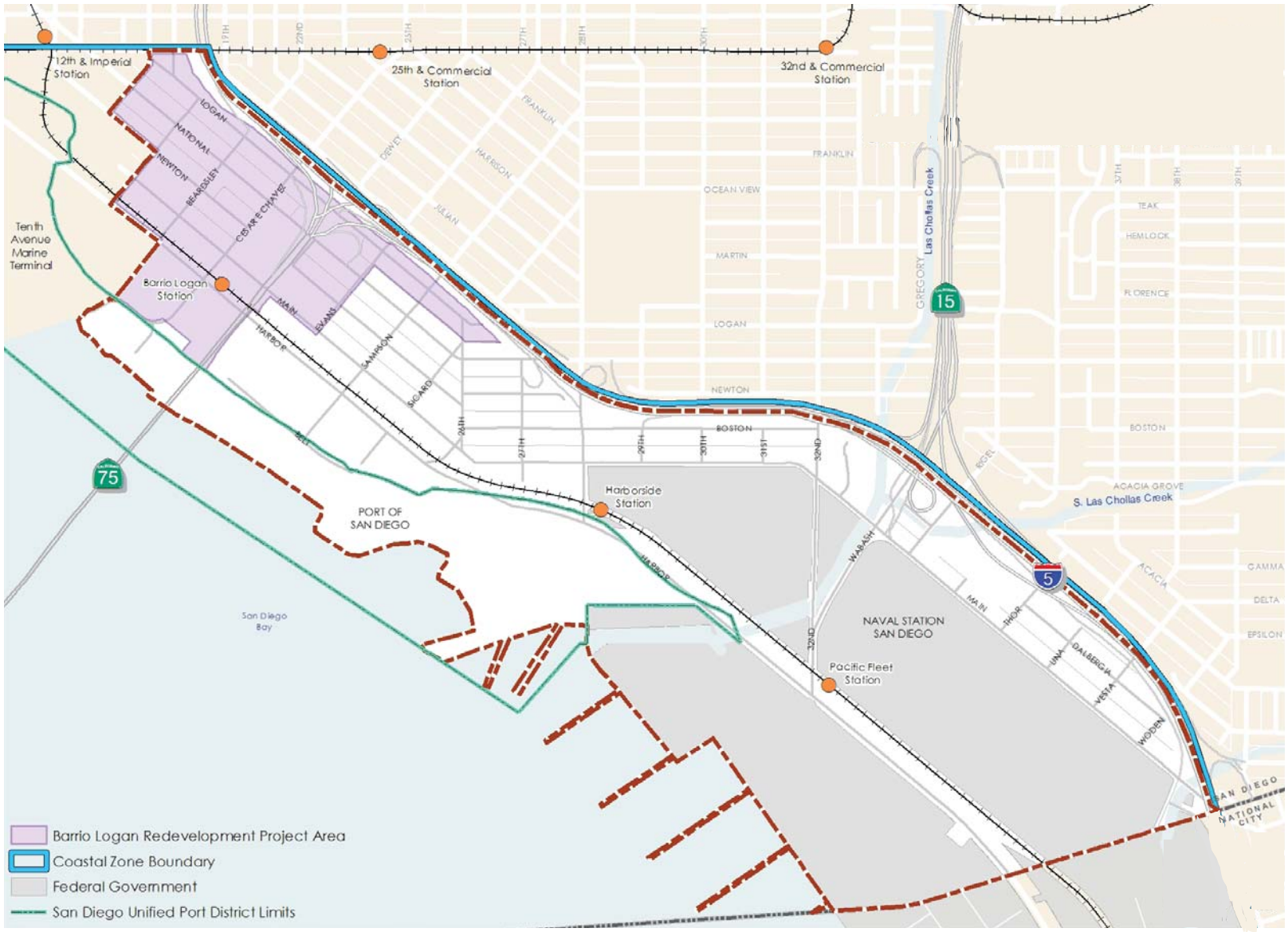
FIGURE 2-4
Project Location on USGS Map

Map Source: City of San Diego, 2011



No Scale

FIGURE 2-5

Regulatory and Jurisdictional Boundaries

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2.3 Existing Physical Characteristics

2.3.1 Land Use

Development of the project area began in earnest during settlement by a large number of working-class Mexican-American and Mexican immigrant workers in approximately 1910. Consequently, the community is one of the oldest and most culturally significant neighborhoods in the city (City of San Diego 2008a). Early residents helped shape the community into an important working waterfront neighborhood that has evolved from its original focus on tuna canning to defense-related industry, naval uses, shipping, and other industries. This evolution was further stimulated by City rezoning efforts that allowed increased development of heavy industrial uses as well as transportation-related businesses. The location and intensity of the industrial uses pose historic and current conflicts with residential uses and civic uses such as schools and parks.

The project area is largely developed with urban uses, with a limited number of vacant or undeveloped parcels. Given that the majority of the land cover is developed or disturbed, it provides minimal wildlife foraging and sheltering opportunities. Las Chollas Creek runs through the southern portion of the project area; however, the portion of Las Chollas Creek within the project area is channelized. Segments of Las Chollas Creek are planned for restoration and enhancement. Section 4.1, Land Use, and Section 4.14, Biological Resources of this PEIR further address land use and land cover, respectively, in the project area.

2.3.1.1 Existing Land Use

Barrio Logan is composed of a collection of industrial uses, residential uses, local retail, and community facilities. The community supports governmental agencies and industrial and commercial uses, of which a substantial portion is related to the working waterfront and maritime industries. Although the majority of the industry is concentrated along the waterfront, industrial uses are also located in neighborhood areas. The distribution and pattern of these existing land uses are what set Barrio Logan apart from the rest of the City and define its distinctive character. The rezoning of the majority of Barrio Logan to industrial in the 1960s attempted to simplify the land use pattern of the neighborhood by removing the residential uses through regulatory means. However, while some properties transitioned into industrial uses, many of the residential uses that pre-dated the rezone remained, and commercial and community amenities developed to serve the residential population. While there are conflicts between industrial and residential uses, the mixed pattern of land uses serves as a defining element of the neighborhood. The existing land uses within the project area are discussed further in Section 4.1.1.1.

2.3.1.2 Surrounding Land Use

The project area is bounded by downtown to the northwest, Logan Heights to the northeast, National City to the southeast, and the San Diego Bay to the southwest. These areas are primarily developed with urban uses and have higher concentrations of residential uses and schools than the project area. Downtown San Diego also specifically has a higher density of commercial uses than the project area. Naval Station San Diego is located southwest of the project area and contains administration buildings, base living quarters, and accessory uses such as medical and dental clinics, gyms, uniform shops, and a mini-exchange. The major tenants include the Public Works Center, the Ship Intermediate Maintenance Activity, and the Fleet Training Center. Naval Station San Diego is also home to General Dynamics National Steel and Shipbuilding Company (NASSCO), the only major ship construction yard on the West Coast.

The project area is nearly three miles southeast of Naval Air Station (NAS) North Island (Halsey Field) on Coronado and approximately five miles from SDIA, the region's main commercial airport. These airports are discussed further in Section 4.1.1.2.

2.3.2 Historical Resources

The project area comprises the southern (bayside) portion of the larger community known throughout San Diego's history as Logan Heights. Originally envisioned as an ideal location for the terminus of a transcontinental railroad, the project area developed as a residential area with prosperous local businesses. During the early history of the neighborhood, the waterfront location was a community asset, providing beach access for families and local jobs at canneries and shipyards, among other businesses.

In the early 1900s, the ethnic composition was predominately European-American and European immigrants, with a small percentage of Mexican-Americans, African-Americans, and Asian immigrants. Later, more immigrants from Japan came to this area to help with the commercial fishing industry.

Events at the national and local scale increasingly altered the waterfront and influenced the neighborhood character. The first of several major events occurred when the Navy established a permanent presence on the waterfront in 1919. The presence and growth of Navy operations, especially during World War I, attracted other marine and defense-related industries. By 1921, the project area had become a dense urban neighborhood that included multi-family dwellings, reflecting the need for housing for the growing number of workers employed along the bayfront, the railroad, and the downtown businesses. By the end of World War II, Logan Heights was a densely settled community.

The 1950s brought additional changes to the community as economic opportunities for industry along the bayfront grew. These opportunities and an influx of industrial uses resulted in the rezoning of the area. In 1963, the area then known as Logan Heights was divided by construction of the I-5 through the community. Subsequent construction of the San Diego-Coronado Bay Bridge further affected the resident population. By the 1970s, strong community leadership coalesced, and Chicano Park, with its unique murals, was created, becoming what is today a community amenity and source of pride. The park and surrounding urban development are reflective of the community's strong ethnic identification.

2.3.3 Topography

The project area is relatively flat and is characterized by a gently sloping topography, ranging in elevation from a high of approximately 60 feet above mean sea level (AMSL) in the northeastern portion near I-5 to a low of approximately 10 feet AMSL in the western portion near Harbor Drive.

2.3.4 Geology and Paleontology

The project area is generally underlain with terrace deposits and alluvium. Groundwater occurs at depths of approximately 10 to 60 feet (Appendix H). Areas along the San Diego Bay shore are composed primarily of fill from the bay, inland to approximately Harbor Drive. Alluvium is mapped in the portion adjacent to the San Diego Bay and near Las Chollas Creek. These depositional soils have a low sensitivity rating for paleontological resource potential according to the City's Paleontological Monitoring Determination Matrix found in the Significance Determination Thresholds. Old Paralic Deposits are mapped in the remainder of the project area. Terrace deposits occur primarily in the northern portion, west of 30th Street, north of Main Street, and east of Harbor Drive. This formation has a high sensitivity for paleontological resources.

The northern portion of the project area is within the Downtown Special Fault Zone. Soil conditions in the southern portion of the project area make this area susceptible to liquefaction. Section 4.12 of this PEIR provides additional detail of geology and soils, and Section 4.13 of this PEIR provides further discussion of paleontological resources.

2.3.5 Drainage

Stormwater runoff from the project area is directed to Switzer Creek, Las Chollas Creek, Paleta Creek, and San Diego Bay. The project area is located in the Pueblo San Diego Hydrologic Unit (HU), one of three HUs within the San Diego Bay watershed. The Pueblo San Diego HU includes several small urban creeks, of which Las Chollas Creek and Paradise Creek are the largest.

Three drainages are located in the southern portion of the project area. These three drainages or watersheds include Las Chollas Creek, South Las Chollas Creek, and Paleta Creek. Creeks and drainages within these watersheds are highly impacted by urban runoff. Runoff from the project area drains generally to the west into San Diego Bay and eventually the Pacific Ocean. Section 4.8 and Appendix F of this PEIR provide additional information on drainage and hydrologic conditions for the project area and its surroundings.

2.3.6 Water Quality

The project area is fully developed and nearly 100 percent impervious. Because stormwater runoff originating in the project area is conveyed to the receiving waters in streets, gutters, cross gutters, and storm drain systems with little to no opportunity for infiltration, all of the pollutants in runoff originating in the project area are conveyed to the receiving waters. Land uses include a mixture of residential, commercial business, light and heavy industrial uses, governmental agencies, and maritime industries. Typical pollutants that can be expected from these land uses include sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen-demanding substances, oil and grease, bacteria and viruses, and pesticides. The only exception would be stormwater runoff from industrial sites that have implemented best management practices (BMPs) required by the Industrial Storm Water General Permit or individual waste discharge requirements issued by the RWQCB, or from redevelopment projects constructed within approximately the last 10 years which include permanent post-construction BMPs on-site.

San Diego Bay, as the major receiving water body, is considered impaired for specific pollutants, as discussed further in Section 4.8, Hydrology, Water Quality, and Drainage. With the majority of existing development established prior to adoption of storm water regulations requiring protection and treatment of storm water runoff, existing BMPs for protection of stormwater runoff quality within the project area are limited, and therefore further contribute to the existing impairments for which it is listed.

2.3.7 Transportation

The project area is identified in the General Plan's Land Use and Street System Map (contained in the Land Use and Community Planning Element, Figure LU-2). Traffic circulation patterns within the project area are reflective of the fact that the freeway and the industrial and maritime uses are located on either side of the proposed CPU, resulting in the use of local roads for trucking and transport of goods between the two. Freeways and major roads within and near the project area are discussed in more detail in Section 4.2 and Appendix B-1.

2.3.7.1 Roadways and Access

Freeway access in the immediate vicinity of the project area is provided via I-5, SR-15, SR-75 (San Diego-Coronado Bridge), and SR-94. Although these highways improved regional accessibility, the construction created a permanent divide between Barrio Logan and Logan Heights. The on-ramps and concrete pylons that support the overpasses can be seen from many areas within the neighborhood.

Major roadways within the project area generally parallel the shoreline. The most prominent is Harbor Drive, which separates the major residential and commercial development areas of the community from the waterfront in the northern portion and from Naval Station San Diego in the southern portion. Cesar E. Chavez Parkway, 28th Street, and 32nd Street are major roads that intersect Harbor Drive within the project area. As discussed further in Section 4.2.1.2, Local Circulation System, traffic on several roadway segments within the project area currently exceeds acceptable levels as defined by City thresholds.

Other roads, such as Logan, National, and Newton Avenues, and Main Street, run in a generally north-south direction through the project area, with many smaller streets intersecting these routes to provide connections within the neighborhood.

2.3.7.2 Alternative Transportation and Rail

The City works with local agencies to provide transportation systems for its residents and visitors. Bus and trolley service, as well as commuter rail stations, in the city are served by the San Diego Metropolitan Transit System (MTS) and the North County Transit System. The project area is served by the San Diego trolley (light rail) line and bus service, and both are operated by MTS. The trolley line, which parallels Harbor Drive, has two transit stops within the project area.

In addition to the local light rail system, the San Diego and Imperial Valley Railroad (SDIY) also operates at night along the Blue Line tracks, and the Burlington Northern Santa Fe Railroad (BNSF) operates freight trains on separate tracks located west of Harbor Drive. These systems and the plans and policies related to alternative transportation are described in detail in Section 4.2.1.7, Alternative Transportation.

2.3.8 Air Quality/Climate

The project area is located within the San Diego Air Basin (SDAB) of the APCD. Local climate for the San Diego region, including the project area, is influenced by proximity to the Pacific Ocean and semi-permanent high-pressure systems that result in warm, dry summers and mild, occasionally wet winters. The mean annual temperature at SDIA, recorded near downtown San Diego and the project area, is 63 degrees Fahrenheit (°F).

The average annual precipitation for the area is approximately 10 inches, falling primarily from November to April. Winter mean low temperatures average 57°F, and summer mean high temperatures average 69°F (Western Regional Climate Center 2011). The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds blowing pollutants away from the coast toward inland areas.

The mix of neighborhood uses, truck traffic through the neighborhood, and overhead freeway traffic has implications for air quality and the health and safety of residents in the project area. The air contaminants, including emissions from trucks traversing the community, and diesel particulates from the nearby freeway and industrial uses are a concern for the community. This is especially a concern in areas where emissions from industrial uses are released into the air adjacent to houses and the school located within the proposed CPU. Air quality studies have been performed for the proposed CPU that address both land use scenarios (see Appendix C). The results and conclusions of these studies are discussed further in Section 4.3, Air Quality.

2.4 Public Infrastructure

The project area is served by a variety public facilities and services, including utilities such as water and sewer, and solid waste disposal. The infrastructure needs for these services are managed through the City's Capital Improvements Projects (CIP) program. The City conducts a biannual review of public services, facilities, and utilities implementation in conjunction with the budget/CIP review cycle. As part of this review process, the City assesses the need for new or expanded services and public facilities in order to provide appropriate services and infrastructure commensurate with population increase. Analysis of the potential environmental effects of the proposed CPU on public facilities and services is discussed further in Section 4.10, Public Facilities, and Section 4.11, Public Services and Facilities.

2.4.1 Public Services and Facilities

Existing public services and facilities, including parks, recreation centers, libraries, schools, fire, emergency medical, and police, serve the residents and businesses within the project area and surrounding communities. The following provides a discussion of the existing and planned public services and facilities that are, or will be, available to the community. The information provided below is based on communications with the service providers during preparation of this PEIR. The locations and capacity of the facilities are discussed in more detail in Section 4.11, Public Services and Facilities.

2.4.1.1 Parks and Recreation

Chicano Park, a major cultural and physical feature, is located on approximately eight acres between I-5 and National Avenue. Chicano Park is designed as a neighborhood park. Designated in 1980 as a local historical site, the park has more than 60 murals. The park is a tribute to Chicano history and culture, and a community that fought to preserve the area under I-5 as a park for its residents.

Barrio Station, a non-profit, community-based organization, was created in 1970 as a place for high-risk youth to go to after school and on weekends. Located on Newton Avenue, between Evans Street and Sampson Street, Barrio Station provides youth recreation programs and counseling. The facility is free-of-charge to children six to 18 years of age. Barrio Station also provides advocacy and leadership development support to improve quality of life for the youth and their families.

In 1990, Cesar Chavez Park was constructed near the waterfront. Although within the Port District's jurisdiction, this park provides the neighborhood with its only access to the bayfront. With limited parkland in the project area and no City recreational facilities, residents rely on areas beyond the project area for open space and recreation programs.

2.4.1.2 Libraries

There are no branch libraries in the project area. The Logan Heights branch library, which includes Barrio Logan in its service area, located on 28th Street, is approximately a quarter-mile outside the project area, east of I-5. The 25,000-square-foot facility replaced a smaller 4,000-square-foot library to serve the residents of Barrio Logan and is located nearby in Logan Heights.

2.4.1.3 Schools

The project area is located within the jurisdiction of the San Diego Unified School District (SDUSD). Located on approximately four acres on the corner of Beardsley Street and Main Street in the northernmost portion of the project area, Perkins Elementary School is the only school in the project area. Perkins is a K-8 school.

All development projects within the city are required to pay school fees in accordance with the requirements of the SDUSD, and as mandated by state law, to accommodate the needs of public schools serving existing and future students.

2.4.1.4 Fire Protection

Fire facilities serve multiple neighborhoods, and therefore need to be located on major roads accessible to neighborhoods, and adjacent to freeways when practicable. Fire Station No. 7, located on Cesar E. Chavez Parkway, provides primary fire protection and

advanced life support services to the project area and surrounding areas. All fire department engines and trucks are full Advanced Life Support units and are equipped and capable of managing medical emergencies. The construction of a new fire station is specifically identified by the current PFFP for the project area, and it is reasonable to assume that the fire station would be constructed in the future.

Emergency medical services are also provided to the project area and throughout the City through a public/private partnership between the City's Emergency Medical Services (EMS) and Rural Metro Corporation, which provides additional personnel and some ambulances. EMS has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls. Calls are prioritized from Level 1 (most serious) to Level 4 (non-emergency).

2.4.1.5 Police Protection

Police services are provided by the San Diego Police Department. The Police Department does not staff individual stations based on population ratios. The goal citywide is to maintain 1.45 officers per 1,000 population ratio, which the Police Department is currently meeting based on a 2010 census-estimated residential population of 1,376,173. The Police Department currently uses a five-level priority dispatch system, which includes, in descending order: Priority E (Emergency), One, Two, Three, and Four.

2.4.1.6 Other Public Facilities – Roadways

The City's Engineering and Capital Projects Department provides a full range of engineering services for the City's capital investment in various types of infrastructure, including roadways, and provides traffic engineering services to the community. The department is responsible for the planning, design, project management, and construction management of public improvement projects, and also for providing traffic operations and transportation engineering services.

Operation and maintenance of roadways are managed by the Streets Division of the City's Transportation and Storm Water Department. The Streets division is responsible for the maintenance of roadways, bridges, sidewalks, traffic control devices, street lighting, and urban forestry.

2.4.2 Public Utilities

The following provides a brief description of the existing public water, sewer, and solid waste collection and recycling that are available to serve the project area. Section 4.10, Public Utilities, of this PEIR provides a more detailed discussion of public utilities, including evaluation of infrastructure capacity and projected needs.

2.4.2.1 Water

The City's Public Utilities Department (PUD) provides potable and reclaimed water service to the project area via existing public water mains located within the streets and private water lines that connect laterally to the public water mains. Water service is discussed further in Section 4.10.1.1, Water.

2.4.2.2 Sewer

The City's PUD collects and treats wastewater generated in the project area through an existing sewer system. Wastewater collected is conveyed through various interceptors, pump stations, and then finally to the City's Point Loma Wastewater Treatment Plant. The existing sewer facilities are discussed further in Section 4.10.1.2, Sewer.

2.4.2.3 Solid Waste Collection and Recycling

Solid waste generated in the proposed CPU area is collected by private franchised haulers and taken to one of three active landfills permitted to accept solid waste: West Miramar Sanitary Landfill, Otay Landfill, and Sycamore Sanitary Landfill. Miramar and Sycamore landfills are both located in the City, while Otay Landfill is located in the County of San Diego. The City adopted the Recycling Ordinance in November 2007, which required that all single-family residences, City-serviced multi-family residences and privately-serviced businesses, commercial/institutional facilities, apartments, and condominiums, as well as all special events requiring a City permit, are required to recycle. Solid waste collection and recycling are discussed further in Section 4.10, Public Utilities.

2.4.2.4 Energy

a. Electricity

San Diego Gas & Electric (SDG&E) is the owner and operator of electricity transmission, distribution, and natural gas distribution infrastructure in San Diego County, and currently provides gas and electric services to the project site. SDG&E is regulated by the California Public Utilities Commission (CPUC). The CPUC sets the gas and electricity rates for SDG&E and is responsible for making sure that California utilities customers have safe and reliable utility service at reasonable rates, protecting utilities customers from fraud, and promoting the health of California's economy.

Along with traditional utilities, private generating companies, and state agencies, the California Independent System Operator (ISO) is a component of the state's electricity industry. The ISO is a not-for-profit public benefit organization that operates the state's wholesale power grid. The California ISO strives to make sure California's electricity needs are met.

b. Natural Gas

Natural gas is imported into the San Diego region by pipeline after being produced at any of several major supply basins located from Texas to Alberta, Canada. Although the San Diego region has access to all of these basins by interstate pipeline, the final delivery into the SDG&E system is dependent on just one Southern California Gas Company (SoCalGas) pipeline.

c. Solar Energy

In San Diego, solar energy can be used as an alternative to fossil-fuel energy via private on-site installation/generation or through earmarked purchase of green power from SDG&E or another quasi-public energy provider. The California Energy Commission (CEC) mandated SDG&E to provide 20 percent of its total energy from solar or other renewable energy sources by the year 2010. While SDG&E missed this goal in 2010, the *Renewables Portfolio Standard Quarterly Report, 1st and 2nd Quarter 2012*, issued by CPUC (State of California 2012), states that SDG&E, the region's primary energy provider, "served 20.8 percent of its 2011 retail sales with RPS-eligible renewable energy", thereby meeting the 2010 goal. SDG&E is on track to meet a 25 percent goal by 2016, as well as the long-term goal of 33 percent by 2020.

2.4.2.5 Communications

Communications systems for telephone, computers, and cable television are serviced by utility providers such as AT&T, IBM, Cox, and other independent cable companies. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects.

2.5 Planning Context

Development projects are guided by the City's General Plan, and more specifically by the current Community Plan. In addition, various other city, regional, and state plans, programs, and ordinances regulate the development of land within San Diego. The proposed CPU is within the State Coastal Overlay Zone Boundaries as defined by the Coastal Act. A LCP for the community was certified by the CCC which requires that CDPs be obtained from the City for development projects within the proposed CPU area. A detailed evaluation of the proposed CPU's consistency with relevant plans and ordinances is provided in Section 4.1, Land Use, of this PEIR. In addition, Chapter 3, Project Description, describes how applicable elements of these plans, policies, and regulations have been incorporated into the plan design.

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3.0 Project Description

3.1 Overview

The proposed CPU analyzed within this PEIR includes a number of legislative actions to be taken by the City Council, but primarily is a comprehensive update to the current adopted 1978 Barrio Logan/Harbor 101 Community Plan. The proposed CPU provides goals and policies for future development within the portion of the proposed CPU area under the City's jurisdiction. The proposed CPU is available for review at the City and at the following website:

http://www.sandiego.gov/planning/barriologanupdate/

The proposed CPU includes 10 elements based on those promulgated in the City's General Plan, with goals and policies for each. The 10 elements are: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture. Each element includes procedures for implementation of the goals and policies. Within the proposed CPU Land Use Element, the project area is divided into five distinct neighborhoods, to allow for individualized CPU goals and policies that reflect the unique built environment and desired land use pattern for each area. These areas include the Community Village Area, Historic Core Area, Transition Area, Boston and Main Street Corridor Area, and the Prime Industrial Area. These neighborhoods are described in greater detail in Section 3.3.3.2.

The proposed CPU area is entirely within the Coastal Overlay Zone, and is therefore subject to the California Coastal Act, which is implemented by the LCP. An amendment to the LCP, along with an amendment to the General Plan, a zoning update to replace the BLPDO with citywide zones, and an update to the Public Facilities Financing Plan (PFFP), are all included as part of the project, herein referred to as the "proposed CPU", and analyzed within this PEIR.

3.1.1 Relationship to General Plan

The City Council adopted the General Plan in 2008. The General Plan does not change land use designations or zoning on individual properties, but rather provides policy direction for future community plan updates, discretionary project review, and implementation programs. The General Plan expresses a citywide vision and provides a comprehensive policy framework for how the City should grow and develop, provide public services, and maintain the qualities that define it.

The proposed project is intended to further express General Plan policies in the proposed CPU area through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. Specific General Plan policies are referenced within the proposed CPU to emphasize their relevance and significance in the community, though all General Plan policies are applicable and the proposed CPU would be consistent with all policies and objectives. The two documents work together to establish the framework for growth and development in the proposed CPU area. The San Diego Municipal Code (SDMC) implements the Community Plan policies and recommendations through zoning and development regulations. This PEIR provides analysis and evaluation of all relevant land use and environmental issues associated with the proposed CPU and associated land use and zoning amendments, as described in greater detail in this chapter.

3.1.2 Project Background

The proposed CPU area includes approximately 1,000 acres located between downtown San Diego, I-5, the border with National City, the East Village community of the City, and San Diego Bay. The project area includes the Port District and Naval Station San Diego that comprise 52 percent of the land area contained within the project area. The remaining 48 percent comprise the area within the City's jurisdiction.

The predominately Hispanic community includes approximately 4,045 residents and has a diversified land use character with a mixture of residential, commercial, light and heavy industrial uses, and governmental agencies, as well as major maritime industries.

The proposed CPU area has a long history as a working-class Mexican-American waterfront community. The massive investment of shipbuilding and Naval operations due to World War II caused a shift in the characteristics of the community. In addition, a significant rezoning effort of the neighborhood to include heavy industrial and commercial uses during the 1950s changed the environment as well. Regional accessibility of this area improved through subsequent freeway construction in the 1960s, but also permanently divided Barrio Logan and Logan Heights. It was assumed that following these actions the area would eventually be totally redeveloped privately with industrial enterprises, but the residents have remained anchored to their community and continue to reside in the area. Stemming from these actions, a multitude of incompatible land uses exist throughout the community as permitted by the Barrio Logan/Harbor 101 Community Plan and LCP, which was last updated in 1978, as well as the BLPDO zoning regulations, which were adopted in 1983 and amended in 1992. The adopted plan is discussed in the Land Use section of the PEIR (Section 4.1). Figure 4.1-1 shows existing land uses that have developed under the adopted plan.

To address planning and environmental justice issues, the City commenced an update to the Community Plan and LCP in April 2008. The primary objective was to engage the

community in the update and to develop a Community Plan and zoning program to incentivize new development, provide adequate buffers between incompatible land uses, maintain maritime-oriented uses along the bay, reduce traffic conflicts, enhance local and regional-serving employment opportunities, provide for pedestrian-oriented design principles, encourage affordable and market-rate housing, and incorporate adequate public facilities.

3.1.3 Community Involvement in the Planning Process

The CPU process included extensive community and policymaker engagement. All of the community involvement activities were conducted in English and Spanish. The process began with discussing and confirming community values and developing a set of planning principles that were used as criteria in developing a set of preliminary land use scenarios. The City formed the Barrio Logan Plan Update Stakeholder Committee (BLSC) in order to solicit community input and to assist in issue identification and development of plan goals and policies for the update to the Community Plan. The 33-member advisory committee is made up of 25 voting members that consist of residents and property owners, as well as business/industry representatives, community organizations, and non-residential property owners. Eight non-voting members represent agencies with interest in the area. The proposed CPU area does not have an officially recognized community planning group.

In order to ensure that the proposed CPU was a community-driven update, the City conducted a four-year community outreach process commencing in April 2008. Community information was received through a number of community outreach meetings, including BLSC meetings and community workshops. Broad public input was obtained through a series of workshops where residents, employees, and property owners, as well as representatives of advocacy groups and the surrounding neighborhoods, weighed in on issues and provided recommendations.

Guiding principles were developed and adopted by the stakeholders that include:

- Diverse housing opportunities for Barrio Logan residents
- Strong neighborhood economy
- Compatible mix of land uses
- Healthy environment
- Save, efficient streets for people
- Respect of historic and cultural resources
- Community connections

The BLSC, broader community, City staff, and consultants met on a regular basis to identify preferences and land use scenarios that were used to develop the Community Plan, zoning regulations, and environmental impact report.

3.1.3.1 Development of Land Use Options

In January 2009, a multi-day charrette was held to bring the community together to begin developing the draft land use scenarios. At the February and March BLSC meetings following the charrette, the members convened to begin evaluating the draft land use scenarios developed by City staff and the consultant team based on the input provided at the multi-day charrette as well as from prior meetings. The BLSC was provided a summary matrix that included a high-level analysis of economic viability and transportation impacts.

A map identifying common elements was prepared to assist in the effort to develop the land use scenarios. The map illustrated areas where past planning efforts and community feedback indicated general agreement regarding the land uses. Based on that map, three alternative maps, listed as A, B, and C, were initially developed. Land use option “A” portrayed lower scale three-story housing to emphasize the proposed CPU area's community character over the creation of higher-density housing, and also encouraged office development. Land use option “B” emphasized higher four- to five-story residential development in targeted areas, a wider mix of employment opportunities, and greater potential for mixed-use development. Land use option “C” included opportunities for affordable housing by providing an incentive-based density bonus to allow for development projects to range from a three-story by-right structures to up to five stories if a certain portion of the units were set aside for low-income residents. Land use option “C” also emphasized the creation of a clear, distinct transition zone between heavier industrial uses to the west and residential and community-serving uses to the east. The transitional uses included business and lighter industrial opportunities. A new General Plan land use designation called the International, Business and Trade designation was also initially introduced for the primarily industrial areas, but subsequently omitted. Land use option “C” was selected as the preferred scenario for consideration and review under CEQA.

Following scoping of the PEIR, commercial and maritime-business stakeholders requested the development of an additional land use plan to initially include light industrial and then include maritime-oriented commercial adjacent to the Port District lands be developed. Following preparation of a plan reflecting the inclusion of maritime-oriented commercial uses, Staff was then directed to incorporate this land use plan and supporting policies related to the maritime-oriented commercial land use designations within the Transition Area, keeping all other aspects of the draft Community Plan the same.

3.1.3.2 Land Use Map Titles

The two draft land use scenarios that are being studied equally are the result of continuing refinements to the land use maps that were originally developed by the community at the charrette in January 2009. Multiple iterations of maps were reviewed by the community and revised in order to better meet the goals and desires of residents, businesses and institutions with a vested interest in the community. During the plan update process, the maps were referred to as Alternative 1, Alternative 2, and Revised Alternative 2. In order to ensure that theses land use maps were not confused with the Alternatives chapter of the PEIR (Chapter 9), Alternative 1 was renamed Scenario 1 and Revised Alternative 2 was renamed Scenario 2. Figure 3-1 (Scenario 1) and Figure 3-2 (Scenario 2) provide a visual representation of the proposed land uses for the two scenarios being considered; and Figure 3-3 (Scenario 1) and Figure 3-4 (Scenario 2) show the proposed zoning for implementing each scenario. These two scenarios are included within the project environmental analysis chapters (Chapter 4, 5, 6, and 7) to allow for a complete comparison of potential environmental effects that would be associated with both scenarios.

3.2 Project Objectives

In accordance with CEQA Guidelines Section 15124, the following primary objectives support the purpose of the project, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EIR, and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary.

1. **Incentivize Development in the Community Village Area:** Streamline permit processing requirements in order to ensure a less costly and time-intensive process within the Community Village Area.

2. **Achieve the level of density and intensity necessary to support a Community Village:** Increase allowable residential densities to an average of 30 to 74 dwelling units per acre and add opportunities for development of residential/commercial mixed use to support development of a Community Village.

3. **Increase Housing in the Community Village and Historic Core Areas:** Identify appropriate locations for housing that is transit supportive to meet a community need for more housing, and affordable housing in particular.

4. **Create a Transition Zone along Main Street to Reduce Collocation Effects:** Designate an area that promotes land uses that will not have adverse impacts to either the residential uses to the east of Main Street or heavy industrial uses to the west of Harbor Drive.

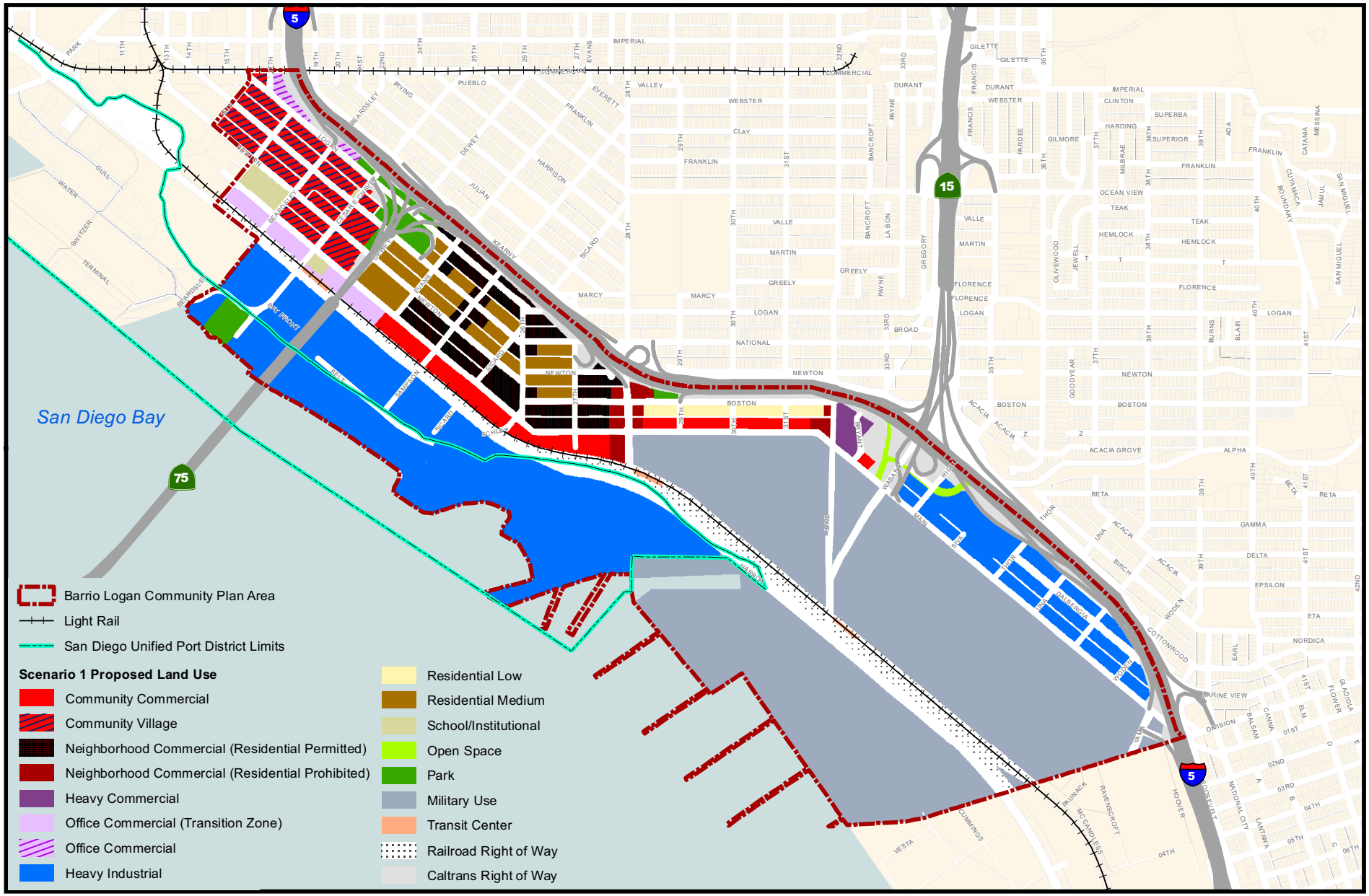

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FIGURE 3-1

Scenario 1 Proposed Land Use

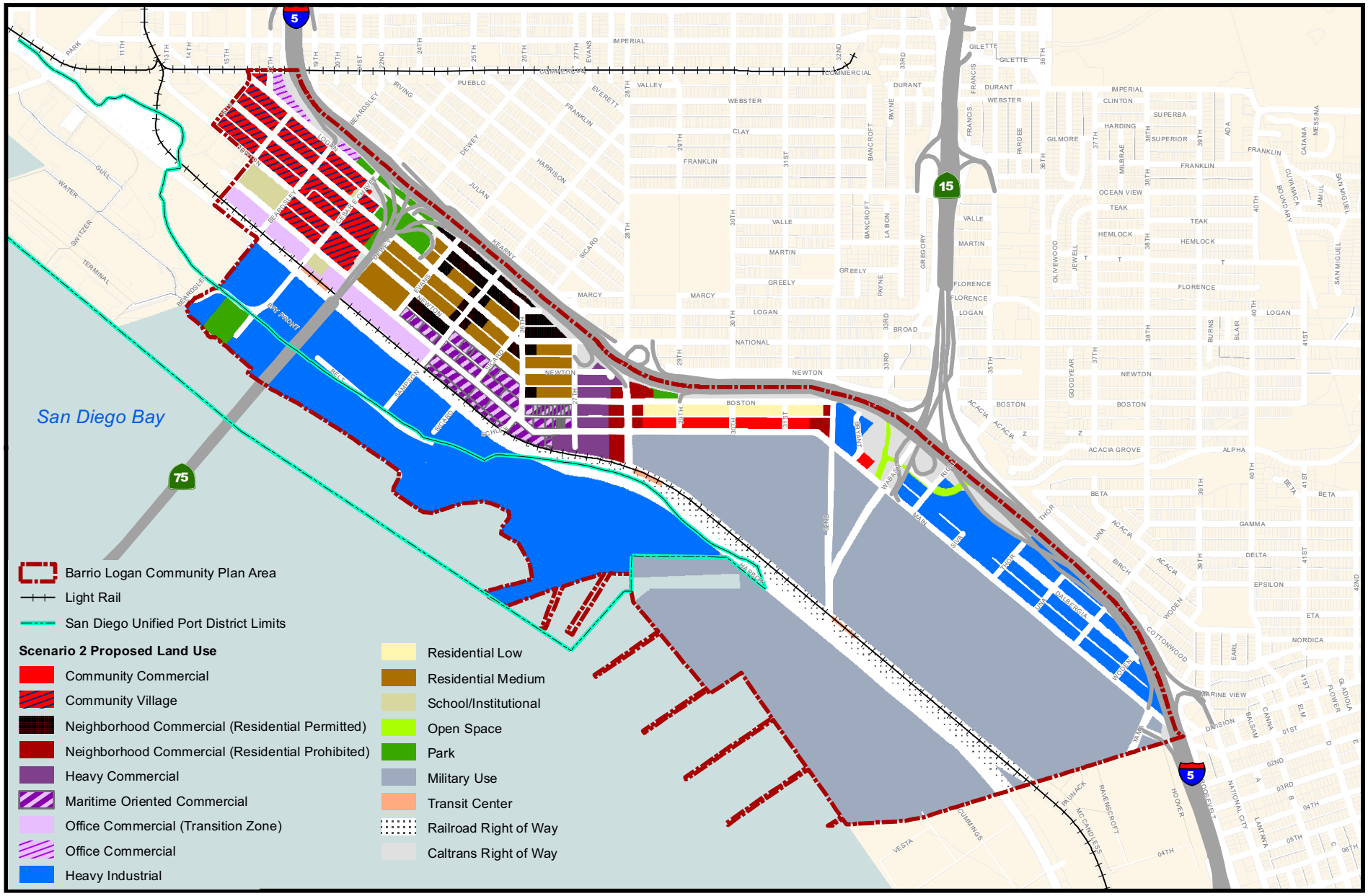

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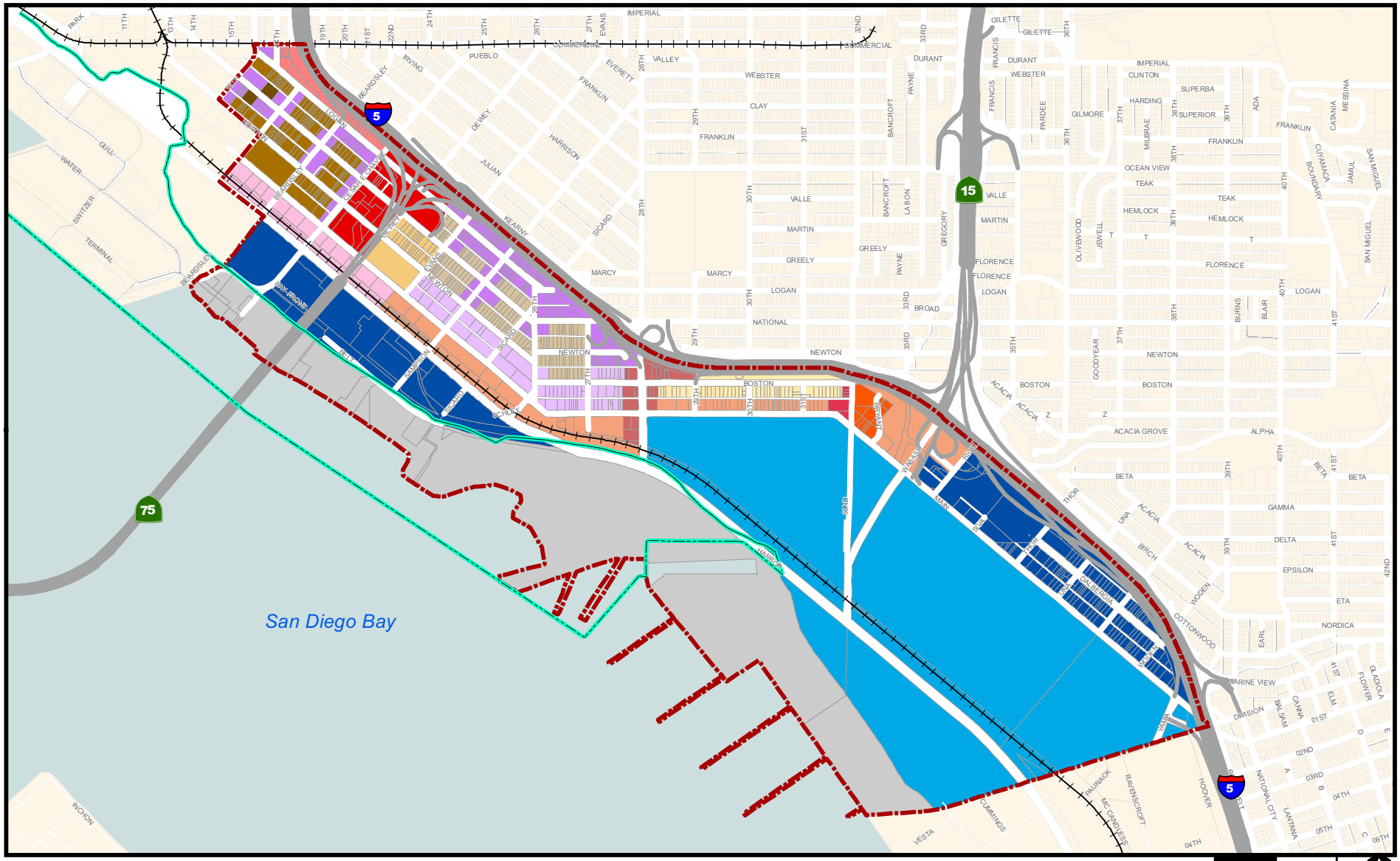
FIGURE 3-2

Scenario 2 Proposed Land Use



Barrio Logan Community Plan Area

San Diego Unified Port District Limits

Light Rail

Proposed Zoning

CC-2-1
CC-2-3
CC-3-4
CC-3-6
CC-5-4
CN-1-3
CN-1-4
CO-2-1
CO-2-2
IH-1-1
IH-2-1
RX-1-2
RT-1-5
RM-2-5
RM-3-7
RM-3-9
Unzoned

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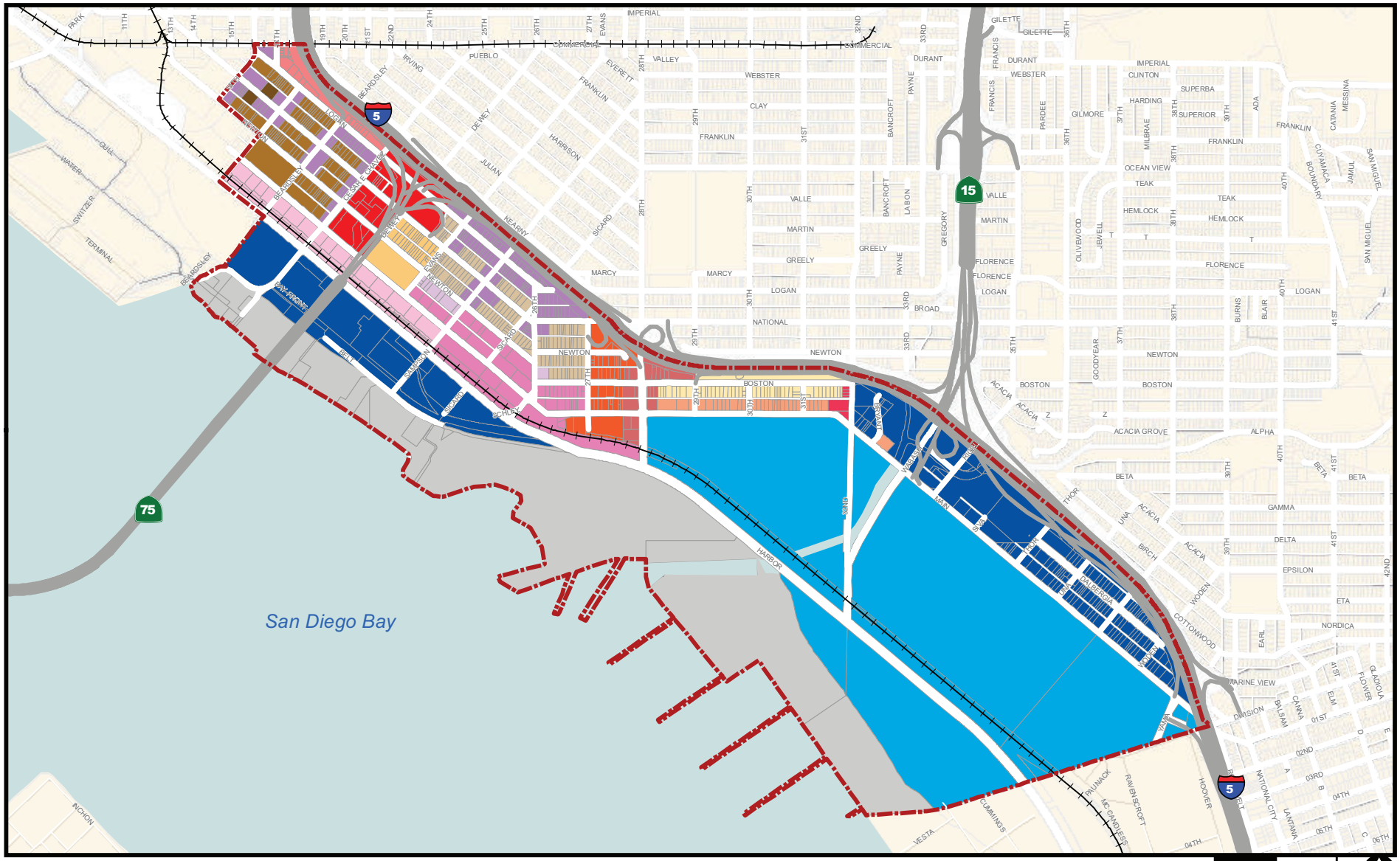
FIGURE 3-3

Scenario 1 Proposed Zoning



Barrio Logan Community Plan Area

San Diego Unified Port District Limits

Light Rail

Proposed Zoning

CC-2-1
CC-2-3
CC-3-4
CC-3-6
CC-5-4
CC-6-4
CN-1-3
CN-1-4
CO-2-1
CO-2-2
IH-1-1
IH-2-1
RX-1-2
RT-1-5
RM-2-5
RM-3-7
RM-3-9
Unzoned

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FIGURE 3-4

Scenario 2 Proposed Zoning

5. **Maintain Maritime-Oriented Industrial Land Supply:** Retain an adequate supply of maritime-oriented uses to meet the current and future needs of the maritime-oriented ship building businesses and the city's economy.

6. **Promote a Multi-Modal Transportation Strategy:** Include walkable and bicycle-friendly streets, accessible and enhanced transit options, and comprehensive parking strategies throughout the community.

3.3 Components of Proposed CPU

While the proposed CPU sets forth procedures for implementation, it does not establish regulations or legislation, nor does it rezone property. Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the plan implementation program. The proposed CPU is a component of the City's General Plan as it expresses the General Plan policies in the proposed CPU area through the provision of more site-specific recommendations that implement goals and policies contained within the 10 elements of the General Plan. A summary of the goals and contents of the proposed CPU by element is provided below.

A number of studies completed over the last several years have been considered in the development of the proposed CPU, including planning and land use documents, revitalization plans, and technical documents addressing a range of issues. The proposed CPU is also intended to ensure consistency with the overall guiding principles, land use policies, and other goals found in the City's General Plan.

The goals of the proposed CPU are to provide:

- A blueprint for development that builds on Barrio Logan's established character as a mixed-use, working neighborhood;

- Land use, public facilities, and development policies for Barrio Logan, as a component of the City's General Plan;

- Strategies and specific implementing actions to help ensure that the Community Plan's vision is accomplished;

- Detailed policies that provide a basis for evaluating whether specific development proposals and public projects are consistent with the Plan;

- Guidance that facilitates the City, other public agencies, and private developers in designing projects that enhance the character of the community, taking advantage of its setting and amenities; and

- Detailed implementing programs including zoning regulations and a public facilities financing plan.

3.3.1 Land Use Element

The Land Use Element (Chapter 2 of the proposed CPU) contains community-specific guidance for the future growth of the proposed CPU area. Land Use Element goals and policies contain detailed descriptions and distributions of land uses specific to the community, where the particular mix of uses is considered unique to the region. The Land Use Element provides refined residential densities, a delineated Community Village Area, and specific policies for the development of commercial, industrial, and institutional uses. Scenario 1 and Scenario 2 address these complex issues through proposed land uses that respect the existing and evolving residential character and support the economic viability of businesses. The proposed CPU's focus is to address potential health-related conflicts and compatibility issues while respecting the existing residential character, balancing economic viability of employers, and building upon successful developments.

Barrio Logan is composed of five distinct neighborhoods: the Community Village Area, the Historic Core Area, the Transition Area, the Boston Avenue and Main Street Corridor Area, and the Prime Industrial Area. The location and limits of these neighborhoods are depicted in Figure 3-5. The two draft land use scenarios include minor variations in proposed land use types, including density and intensity of uses, for three of the five neighborhoods; Historic Core Area, Transition Area, and the Prime Industrial Area.

The proposed land use differences in the two scenarios are summarized in Table 3-1 and are grouped by the neighborhood for which the change is proposed to occur.

Map Source: City of San Diego, 2012

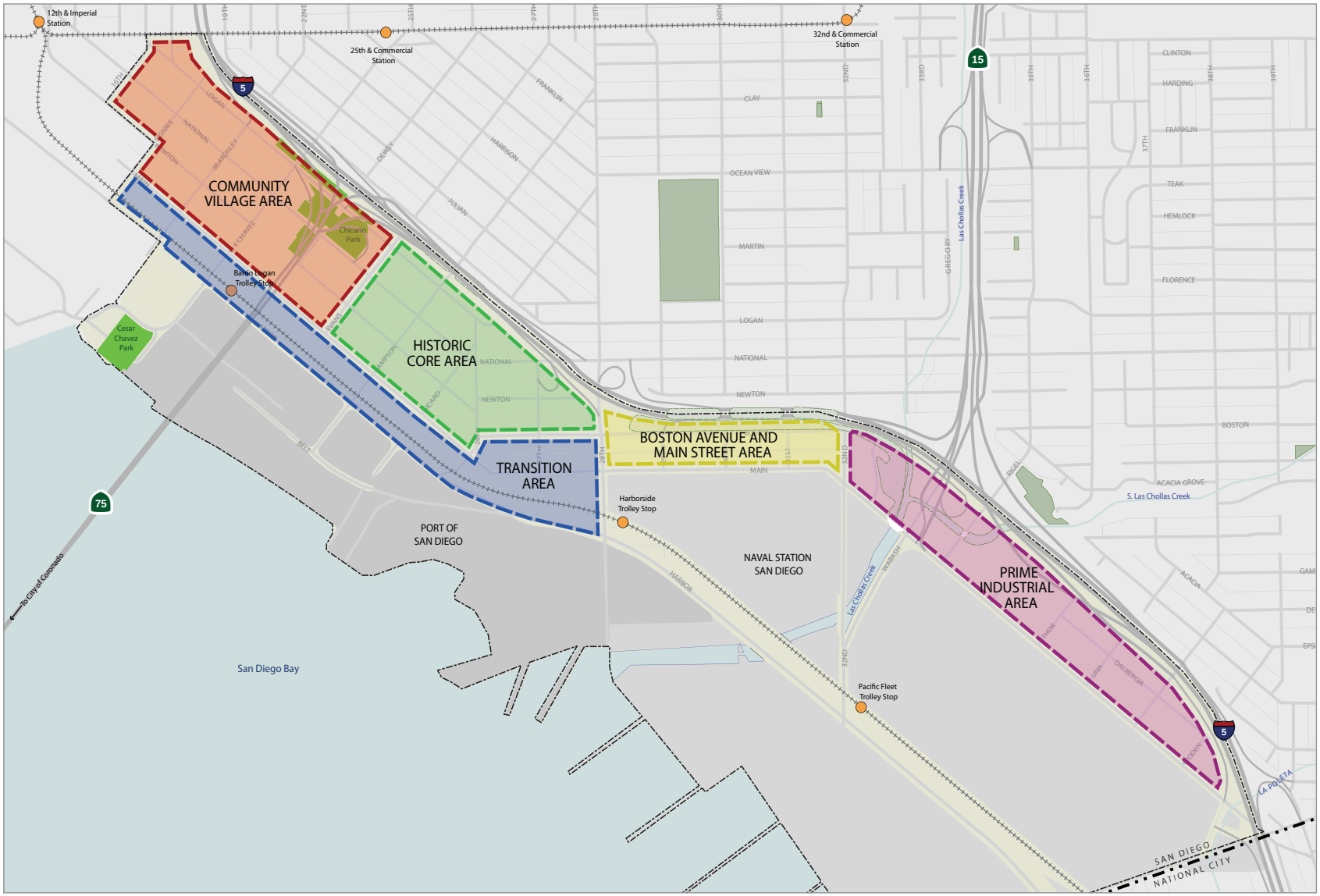

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FIGURE 3-5
Neighborhood Areas

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TABLE 3-1
COMPARISON OF DIFFERENCES BETWEEN
LAND USE SCENARIOS 1 AND 2

Areas Of Difference in Scenarios[1]	Scenario 1	Scenario 2
Historic Core Area Area between Main Street and Newton Avenue from Evans Street south to 26th Street and between Main Street and Boston from 26th Street south to 27th Street	Neighborhood Commercial	Maritime Oriented Commercial
Area between Main Street and Boston Avenue from 27th Street to 28th Street	Neighborhood Commercial (Residential Permitted)	Heavy Commercial
Transition Area Bounded by Harbor Drive and Main Street from the point at which Evans Street dead-ends westerly into Main Street south to 26th Street and between Harbor Drive and Boston Avenue from 26th Street/Schley Street south to 28th Street	Community Commercial (Residential Prohibited) and Neighborhood Commercial (Residential Prohibited)	Office Commercial (Transition Area), Maritime Oriented Commercial, and Heavy Commercial
Prime Industrial Area *Bounded by I-5 and Main Street, fronting on 32nd Street, to the Las Chollas Creek channel*	Heavy Commercial	Heavy Industrial

[1] Land uses proposed for the Community Village Area, Boston and Main Street Corridor Area are the same for Scenarios 1 and 2.

In general, Scenario 1 provides slightly more emphasis on uses that support the community residential development, while Scenario 2 focuses on intensive commercial and industrial uses, including the inclusion of a maritime-oriented commercial land use adjacent to the Port District lands along the waterfront. The majority of proposed goals and policies for the 10 elements of the proposed CPU are generally the same for both land use scenarios, with the exception of those that are specifically focused on maritime-oriented commercial development cited in the Land Use and Economic Prosperity Elements, which is specific to land uses proposed under Scenario 2. These scenarios were developed in order to allow decision makers to weigh the merits and environmental impacts of each scenario and to select one scenario, a hybrid, or an alternative for approval. Once selected, only a single land use map and associated zoning would be implemented.

Although the City does not have regulatory jurisdiction over Port District tidelands or Naval Station San Diego properties, they are within the boundaries of the City, and therefore are analyzed in the PEIR based upon existing land uses on these properties. These lands were included in the proposed CPU and PEIR in the event there is a future change in circumstances and the lands revert to the City.

Additionally, as mentioned in Section 1.0, it is the intent of the proposed CPU to set the framework for streamlined review of development projects under a ministerial process within a portion of proposed CPU area. As shown in Figure 3-6, this area is generally located southwest of I-5 and Logan Avenue; north and northeast of National Avenue, Newton Avenue and Main Street (jogging pattern); and south-southeast of 16th Street.

The City is also requesting the CCC approve a Coastal Categorical Exclusion under the Coastal Act for projects located within this same area, amending the LCP. The City already has the delegated authority to issue CDPs for development within the Coastal Overlay Zone that is consistent with an adopted LCP. The Coastal Categorical Exclusion would categorically exclude the area identified in Figure 3-6 from processing a CDP when a project complies with all regulations within the LDC and requires no other discretionary permit, including a Neighborhood Use Permit, Conditional Use Permit, Neighborhood Development Permit, Site Development Permit, Planned Development Permit, or Variance. The project applicant would also be required to demonstrate that the premises (e.g., parcel) of the proposed development has obtained clearance from the County of San Diego Department of Environmental Health (DEH) stating that no hazardous materials impacts would result from the development, or that no hazardous materials impacts would result from the development upon completion of required remediation. An amendment to the LDC would make projects within this area ministerial, and therefore exempt from CEQA (Section 15300.1). This process would be completed as part of the Building Permit review and issuance as discussed in Section 3.3.1.3. Projects under the Coastal Categorical Exclusion would be required to pay all applicable development impact fees (DIFs), discussed further in Section 3.3.5.

3.3.1.1 Land Uses

As summarized above in Table 3-1, the land use plans for Scenario 1 and Scenario 2 (see Figures 3-1 and 3-2) are similar except in three targeted areas: the western Historic Core Area, Transition Area, and the northwestern most portion of the Prime Industrial Area (see Figure 3-5). Table 3-2 shows the distribution of proposed CPU land use plan areas for both Scenarios 1 and 2, and shows that both scenarios would have the same acreage dedication for port industrial, elementary school, community college, other institutional, city facilities, city and Port District parkland, open space, transportation/utilities, and military uses. Acreage differences occur for residential (both single-family and multi-family), commercial, and industrial land uses.

The number of residential dwelling units proposed would be generally similar regardless of which land use scenario is chosen (3,807 under Scenario 1 and 3,233 under Scenario 2). Both scenarios would reduce the number of single-family dwelling units as compared to the existing condition, would increase the amount of multi-family, and provide a more cohesive community by designating residential uses in appropriate locations where services, facilities, and transportation options are available.

Map Source: City of San Diego, 2012

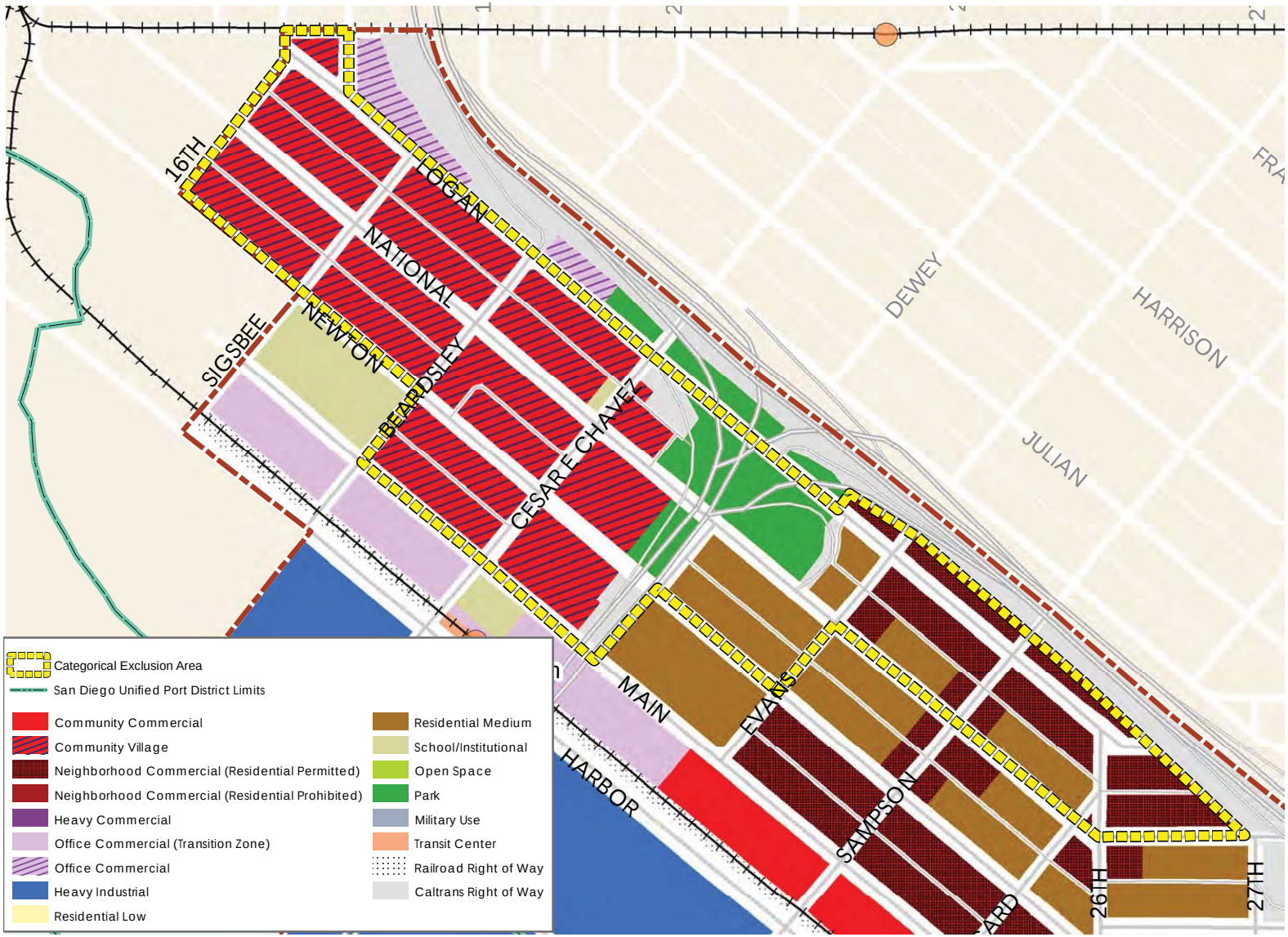

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FIGURE 3-6

Coastal Categorical Exclusion Area-Planned Land Use

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TABLE 3-2
PROPOSED LAND USE DISTRIBUTION

	Scenario 1				Scenario 2			
Use	Acres	% of Total	Floor Area (SF)	Dwelling Units	Acres	% of Total	Floor Area (SF)	Dwelling Units
Single-family	2.98	0.28	--	69	2.61	0.26	--	56
Multi-family	48.15	4.82	--	1,891	48.34	4.84	--	1,899
Commercial	98.41	9.84	1,977,661	1,847	94.45	9.45	2,256,070	1,278
Industrial	60.49	6.05	3,431,056	--	64.62	6.46	3,791,023	--
Port Industrial	112.24	11.23	4,868,496		112.24	11.23	4,868,496	
Elementary School	4.15	0.42	57,539	--	4.15	0.42	57,539	--
Community College	0.99	0.10	70,000	--	0.99	0.10	70,000	--
Other Institutional	1.21	0.12	112,649	--	1.21	0.12	112,649	--
City Facilities	0.34	0.03	2,425	--	0.34	0.03	2,425	--
City Park	9.06	0.91	--	--	9.06	0.91	--	--
Port Park	4.27	0.43	--	--	4.27	0.43	--	--
Open Space	10.49	1.05	--	--	10.49	1.05	--	--
Transportation/Utilities	278.72	27.88	17,815	--	278.72	27.88	17,815	--
Military	368.11	36.84	--	--	368.11	36.84	--	--
Vacant	--	--			--	--	--	
TOTAL	999.61	100.00	10,537,641	3,807	999.61	100.00	11,176,017	3,233

Assuming an average of 3.79 persons per household and 93.8 percent occupancy, the projected population for Scenario 1 would be 13,534 at build-out, and for Scenario 2 would be 11,493 at build-out. Both scenarios represent a considerable increase as compared to the approximate 4,865 residents currently residing in the proposed CPU area. Projected build-out of the currently adopted Community Plan would result in a population of 9,801; Scenario 1 accommodates approximately 3,733 more persons, while Scenario 2 anticipates a population of approximately 1,692 more residents at build-out of the currently adopted Plan.

The proposed CPU incorporates the goal of the City's Housing Element to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities. A description of the proposed land use designations associated with the proposed CPU and their associated permitted land uses are summarized below.

a. Residential

One of the main goals of the proposed CPU, and in particular the Land Use Element, is to provide affordable housing opportunities through the construction of new units as well as the preservation and restoration of older homes. Due to the unique nature of the small lot development in the proposed CPU area, other methods of development to achieve infill housing is encouraged. These methods include the development of companion units on the lower density residential sites as well as the development of live/work style units to accommodate working artists within the community and small lot housing that allows for smaller-scale housing units. Furthermore, shopkeeper units which allow families to live above commercial, retail, and office space is encouraged as part of this plan.

Review of the available population data for the proposed CPU area and its relation to the City as a whole shows that the residential character is dominated by multi-family development. Households (persons per household) are generally larger within the proposed CPU area than those in the City as a whole, with the median household size in the proposed CPU area being approximately one-third larger. Census data also indicates that the larger households in the proposed CPU area generally live on less income than those in the City as a whole, with the median household income being approximately 45 percent lower.

The data indicates three specific needs within the proposed CPU area. First, there is a need for larger living units to accommodate larger households. Second, the current community is in need of affordable housing opportunities, based on generally lower household income and larger household size. Finally, the community could benefit from development of jobs that are comparable with the citywide median for wages within and adjacent to the community.

The residential land use designations were formulated based on these findings and are the same for both Scenario 1 and Scenario 2. The applicable designations are described below.

- The **Residential–Low to Medium** designation provides for both single-family and multi-family housing within a low-medium-density range at 10-14 dwelling units per acre (du/ac). This designation occurs in the Boston Avenue and Main Street Corridor Area.

- The **Residential–Medium** designation provides for both single-family and multi-family housing within a medium-density range at 15-29 du/ac. This designation occurs in the Community Village Area in an area bounded by Dewey Street, Evans Street, Main Street, and National Avenue. This designation also occurs on several parcels throughout the Historic Core Area.

- The **Community Village** designation provides housing in a mixed-use setting and serves the commercial needs of the community-at-large within a high-density range of 30-74 du/ac. This designation occurs in the Community Village Area.

b. Commercial Employment, Retail, and Services

Commercial uses are located throughout the proposed CPU area, except for the area between Harbor Drive and the San Diego Bay. The commercial uses tend to be grouped into a number of categories: maritime/industry serving, resident/community serving, worker/navy serving, and auto-oriented serving. The proposed CPU contains eight commercial land use designations. The location and area for various commercial designations varies between Scenario 1 and Scenario 2 as noted below.

- The **Community Commercial** designation provides for shopping areas with retail, service, civic, and office uses for the community at large within 3–6 miles. Residential uses are prohibited under this designation. Under Land Use Scenario 1, this designation occurs within the Transition Area and the Boston and Main Street Corridor Area. Under the land use plan for Scenario 2, this designation occurs solely in the Boston and Main Street Corridor Area.

- The **Neighborhood Commercial–Residential Permitted** designation provides local convenience shopping, civic uses, and commercial services serving an approximate three-mile radius within a medium density range at 15–29 du/ac. This designation occurs throughout the Historic Core Area for both scenarios, but differs slightly in each. Under Scenario 1, this designation occurs in the area bounded by Evans Street, Newton Avenue, South 26th Street, and Main Street, while the same area under Scenario 2 contains half of a block along Newton Avenue, between Evans Street and Sampson Avenue, with the remaining area designated as maritime-oriented commercial (described below).

- The **Neighborhood Commercial–Residential Prohibited** designation accommodates community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. This designation also provides for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. This designation occurs on one parcel towards the southern end of the Historic Core Area and in several parcels in the Boston and Main Street Corridor Area under both scenarios.

- The **Heavy Commercial** designation provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service that cater to the maritime industries. Residential uses are prohibited under this designation. Under Scenario 1, this designation occurs on two parcels in the westernmost portion of the Prime Industrial area. Under Scenario 2, the same two parcels are designated as heavy industrial, as are several parcels at the southern end of both the Historic Core and Transition areas.

- The **Office Commercial (Transition Area)** and **Office Commercial** designations provide for office employment uses with a neighborhood scale/orientation and limited complementary retail uses. Residential uses are prohibited under this designation. Under both scenarios, the office commercial (non-transitional) is located within the Community Village Area on two contiguous parcels adjacent to I-5. With respect to the office commercial (Transition Area), while the same four parcels in an area bounded by Sigsbee Street, Main Street, Evans Street, and the railroad line are assigned this designation, an additional parcel between Evans Street, Main Street, Sampson Avenue, and the railroad is also designated office commercial (Transition Area).

- The **Maritime-Oriented Commercial (Transition Area)** provides for maritime-related retail and wholesale services that cater to the growth and development of water-dependent industries. Maritime-related services are waterfront dependent uses, and other supporting uses including, but not limited to, Naval operations, research, shipping, and fishing. Residential, wholesale distribution, and heavy manufacturing uses are prohibited. Establishments engaged in chrome plating of materials are prohibited. The Maritime-Oriented Commercial is included in the Transition Area for Scenario 2 only between Evans Street and 27th Street, in both the Historic Core Area and Transition Area.

c. Institutional

Institutional uses provide public or semi-public services to the community. Public institutional uses within the proposed CPU area include an elementary school and a fire station. A public library that serves the Barrio Logan population is located in Logan Heights. Other institutional uses spread throughout the proposed CPU area include private schools,

childcare facilities, a vocational college, churches, and centers that provide health, development, and counseling service. Public services are discussed in detail in Section 4.11, Public Services and Facilities.

- The **Institutional** land use designation provides for uses that are identified as public or semi-public facilities. In the proposed CPU area, this includes the existing Perkins Elementary School and Fire Station No. 7. The location of these designations is the same for both scenarios.

d. Industrial

The Economic Prosperity Element of the General Plan addresses the relationship between industrial lands and the economic health of the City. As stated in the General Plan, the policies "are intended to strengthen our industries, retain and create good jobs, with self-sufficient wages, increase income, and stimulate economic investment in our communities." The element also addresses prime industrial lands that support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, and research and development uses.

- The **Heavy Industrial** designation provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics. This designation intends to promote efficient industrial land use with minimal development standards, while providing proper safeguards for adjoining properties and the community in general. This designation also intends to limit the presence of non-industrial uses in order to preserve land that is appropriate for large-scale industrial users. Parcels south of Wabash Boulevard for Scenario 1, and 32nd Street in Scenario 2, and to the west of Harbor Drive (for both scenarios) are designated as heavy industrial and occur in the Prime Industrial Area.

e. Parks, Open Space, and Recreation

The Recreation Element provides a comprehensive parks strategy intended to accommodate the community's recreational needs throughout the next 20 years. Because of the scarcity of parkland within the proposed CPU, the Recreation Element includes intensification strategies to expand programming within existing public spaces. Park and open space designations are the same for both land use scenarios.

- The **Open Space** land use designation provides for open space that may have utility for the following: passive parkland; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.

- The **Park** land use designation provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.

3.3.1.2 CPU Neighborhood Areas

The proposed CPU incorporates the City of Villages strategy, a strategy that strives to respect the open space network and increase the housing supply and diversity through development of compact, mixed-use villages in specific areas that are linked to an improved regional transit system and integrated into the larger community. Village strategies include creating housing near jobs/employment centers and transit with compact pedestrian-friendly orientation. As mentioned above, five distinct neighborhoods (see Figure 3-5) are identified within Barrio Logan to implement the City of Villages strategy.

a. Community Village Area

The proposed CPU incorporates the City of Villages strategy by designating a Community Village in the northern portion of the planning area. The village incorporates Chicano Park, Perkins Elementary School, the Mercado del Barrio, higher density housing, and a variety of other community, institutional, and employment serving uses, in close proximity to transit. The Community Village concept draws upon the character and strength of the proposed CPU area's setting, commercial centers, institutions, and employment centers as shown in Figure 3-7. This area is planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, connections, and land uses that are influenced by Latino culture.

The Community Village Area land uses would include a combination of residential, commercial/residential vertical mixed use, office, commercial, recreational, civic, and institutional uses. It is envisioned that streets and walkways in this area would be designed to meet the needs of the pedestrian first and buildings would be designed to reflect human scale. Proposed uses within the designated Community Village Area would be the same for both Scenario 1 and Scenario 2.

b. Historic Core Area

New development within the Historic Core Area should complement the existing and evolving character of the built environment. Along with commercial development that is interspersed with the existing residential development, new housing should provide live/work spaces, small lot housing, shopkeeper units, and workspace. Live/work units for residents are envisioned as a vital part of an evolving arts district along Logan Avenue. The primary difference between Scenario 1 and Scenario 2 involves the introduction of maritime oriented commercial for Scenario 2 between Newton Avenue and Main Street, from Evans Street (on the southwest side of the block-facing Main Street) to 26th Street, where under Scenario 1, this area is designated as neighborhood commercial. Additionally, the area between I-5 and Boston Avenue, from 27th Street east to 28th Street, with the exception of a small property at the intersection of 28th Street and Boston, is designated as neighborhood commercial under Scenario 1 and heavy commercial under Scenario 2. Historic Core Area land uses for Scenario 1 and Scenario 2 are shown in Figures 3-8a and 3-8b.

Map Source: City of San Diego, 2011

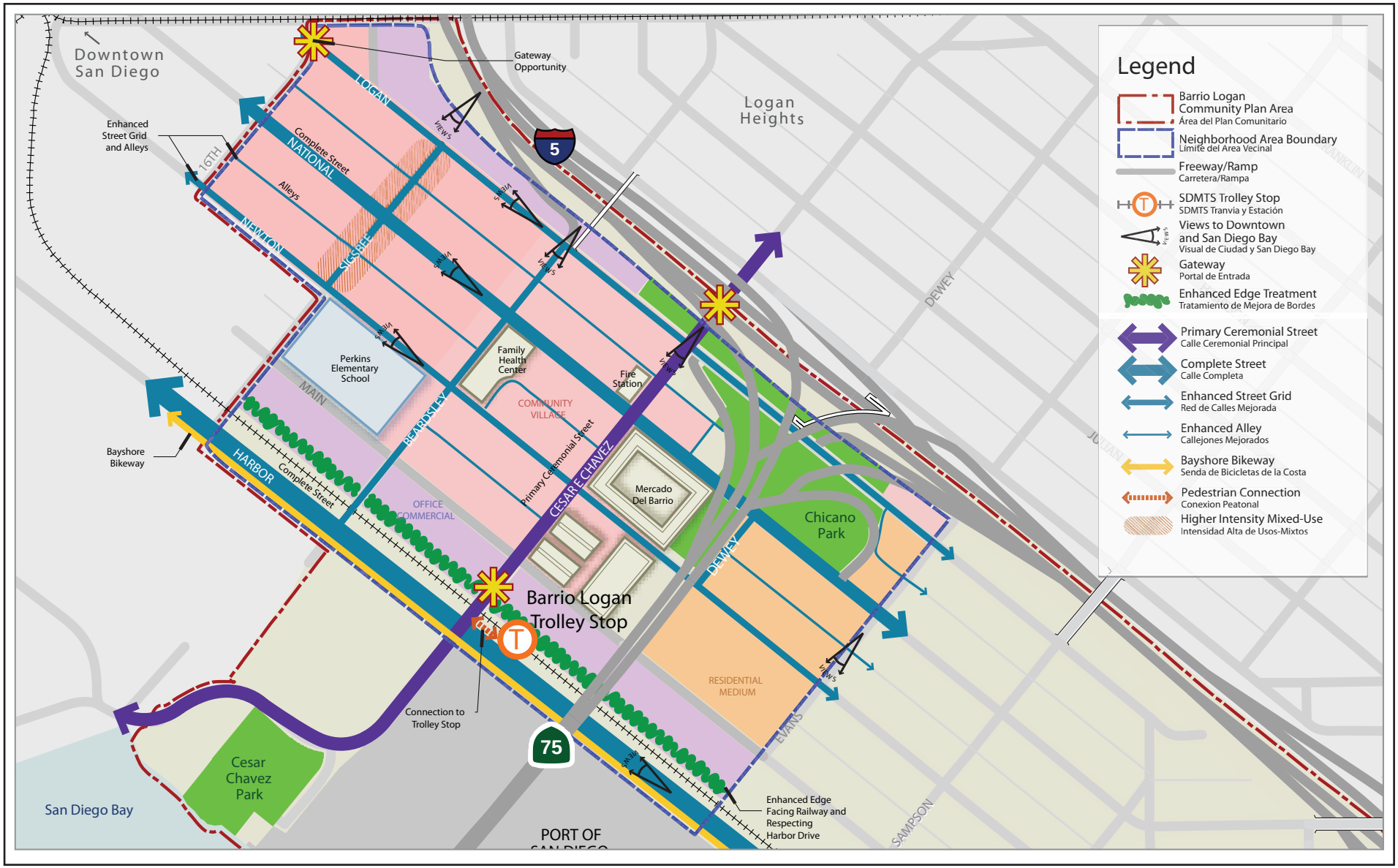

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FIGURE 3-7

Community Village Area

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Map Source: City of San Diego, 2011

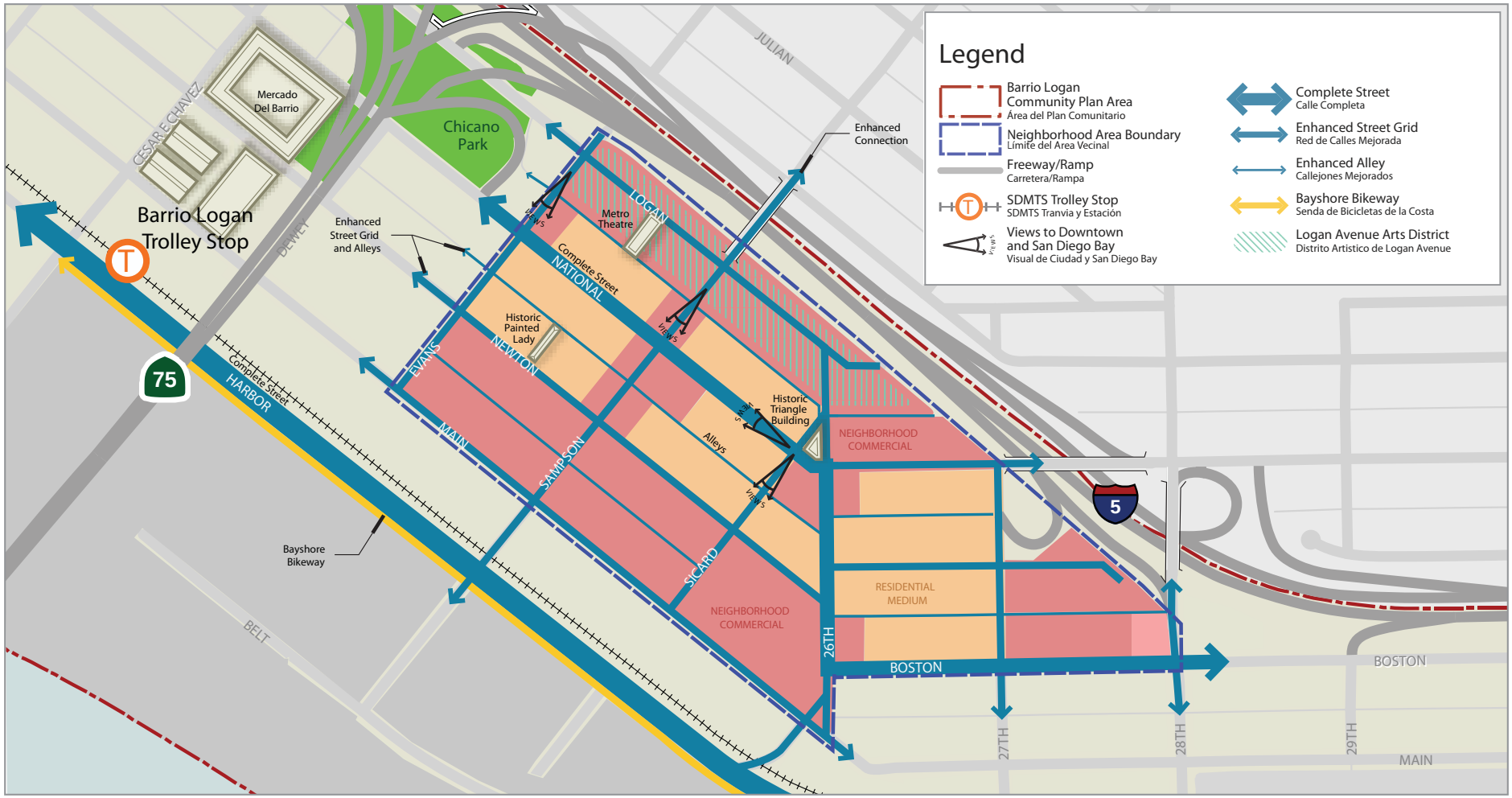

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FIGURE 3-8a

Historic Core Area Scenario 1

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Map Source: City of San Diego, 2012

FIGURE 3-8b

Historic Core Area Scenario 2

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c. Transition Area

In 2008, the Port District adopted a Transition Zone Policy. The purpose of the policy is to protect the maritime and maritime-related jobs provided by the Port District and to protect existing operations and business. It is also the intent of the policy to minimize conflicts from incompatible uses and to provide a balance between needs of the Port District and the goals and objectives of the adjacent communities. The Transition Zone is intended to include uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the Port District's industries.

The proposed CPU would implement the intent of the Port District's Transitional Zone (Figures 3-9a and 3-9b). The proposed CPU Transition Area is intended to provide a buffer between the heavy industrial uses west of Harbor Drive and the residential areas within the proposed CPU area, and emphasizes quality materials and design. Residential uses are prohibited adjacent to Harbor Drive or Main Street south of 28th Street.

The Transition Area for land use Scenario 1 would allow commercial and office uses as well as community commercial-serving uses within the two land use designations between Main Street and the railway, while Scenario 2 would allow commercial and office uses north of the dead-end of Evans Street into Main Street, and maritime oriented commercial to the southeast (to a midpoint between 26th Street and 27th Street) within the two land use designations in this same area. Scenario 2 would also include the replacement of neighborhood commercial property from Main Street to Boston Avenue between 26th Street and 27th Street with an extension of the maritime oriented commercial, and heavy commercial between Boston Avenue and Main Street, from 27th Street easterly to approximately the mid-block.

d. Prime Industrial Area

Employment areas within the proposed CPU area are a long-term and critical element of the region's economy. The design of the industrial uses should provide pleasant working environments at the edge of residential and mixed-use neighborhoods and open space systems that are sensitively designed. Property within the Prime Industrial Area, located south of I-5, east of 32nd Street, and northwest of the Las Chollas Creek channel, would be designated as heavy commercial under Scenario 1 and heavy industrial under Scenario 2. Figures 3-10a and 3-10b illustrate the Prime Industrial Scenarios 1 and 2, respectively.

e. Boston and Main Street Corridor Area

The Mobility Element of the proposed CPU provides policies for reducing the street width along Boston Avenue between 29th Street and 32nd Street from 60 feet to 40 feet in order to slow traffic speeds and create a more residential street. Boston Avenue is defined primarily by single-family homes and is planned to build upon that low intensity nature of the existing

Map Source: City of San Diego, 2012

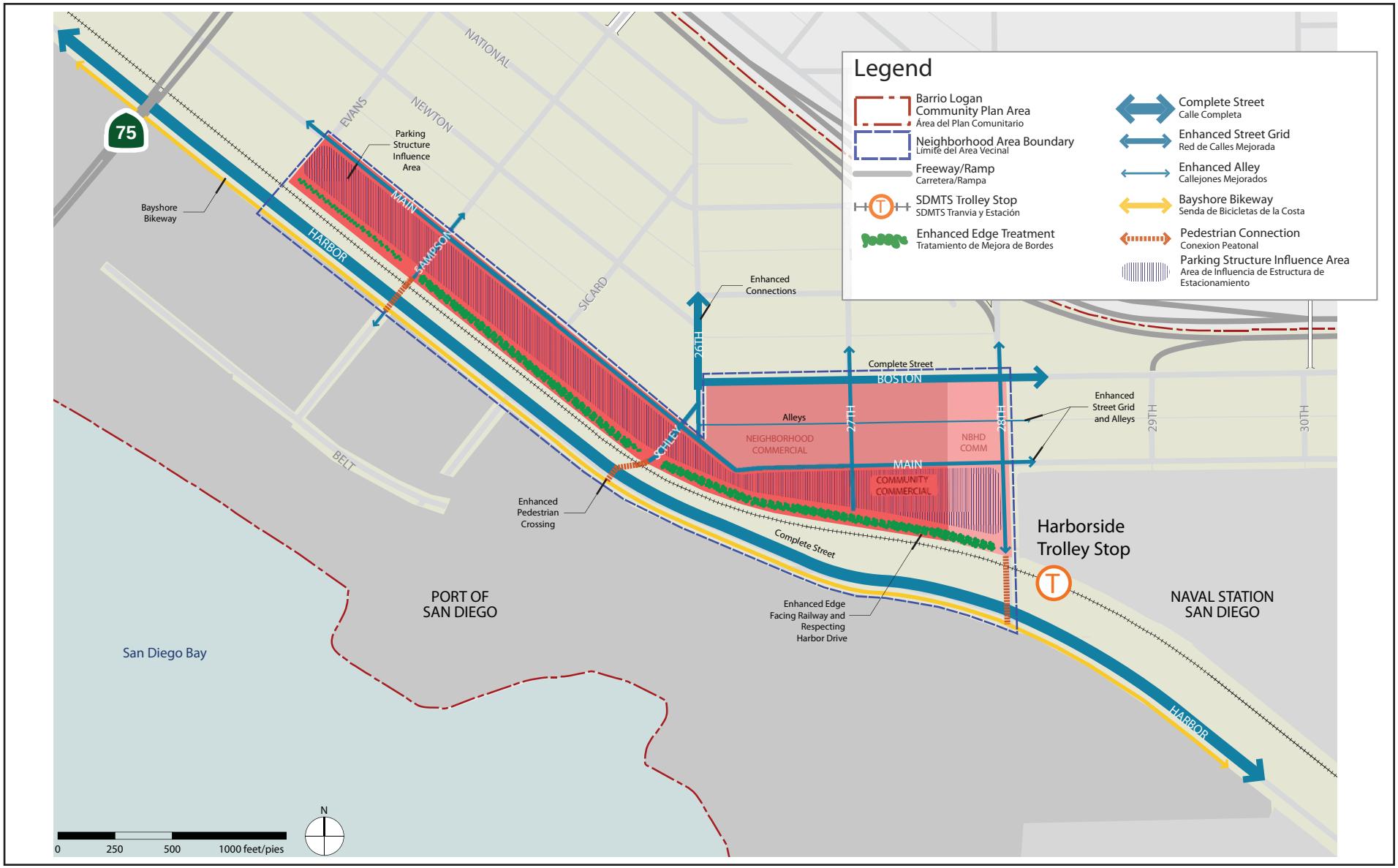

FIGURE 3-9a

Transition Area Scenario 1

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Map Source: City of San Diego, 2012

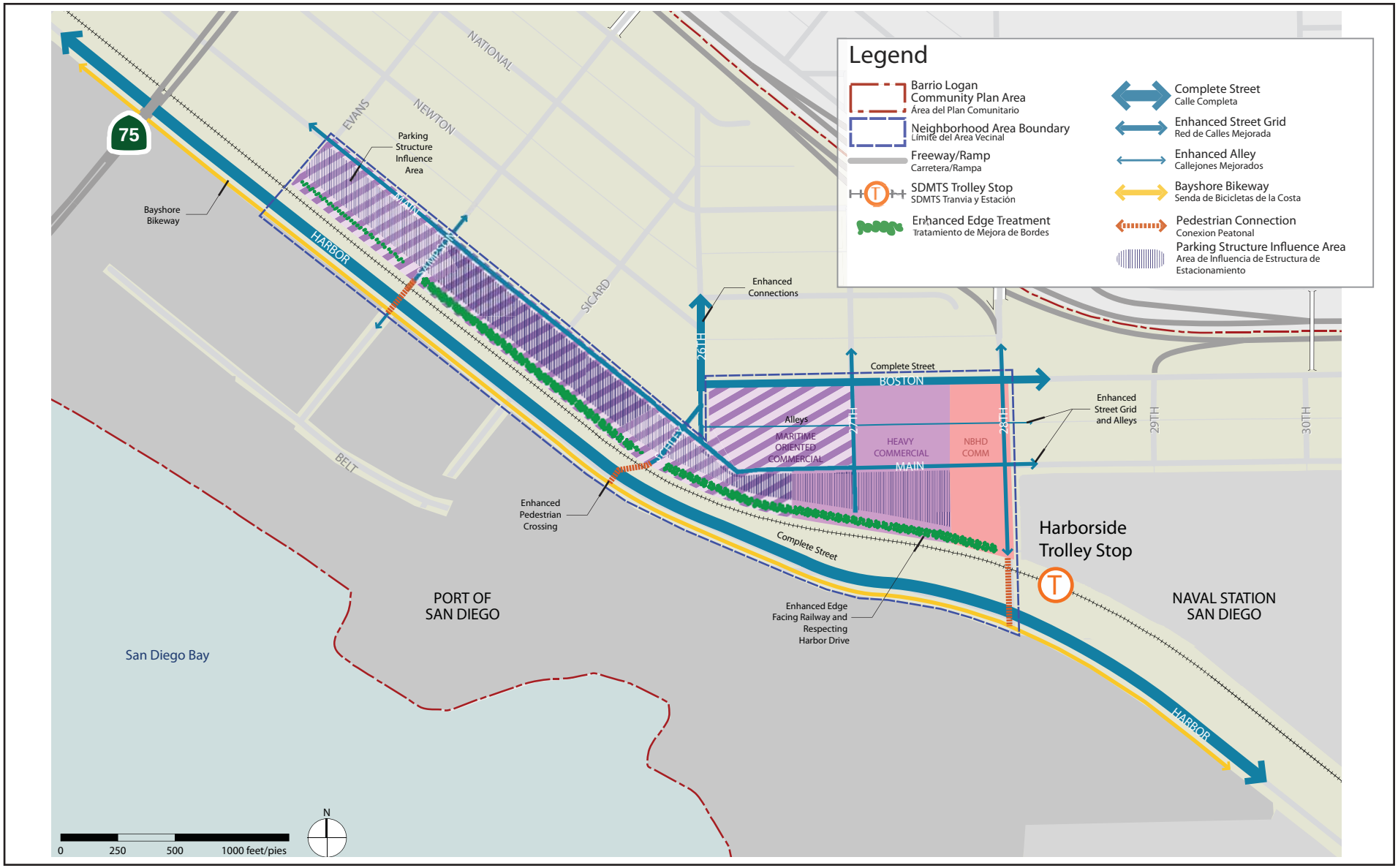

FIGURE 3-9b

Transition Area Scenario 2

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Map Source: City of San Diego, 2011

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FIGURE 3-10a

Prime Industrial Area Scenario 1

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Map Source: City of San Diego, 2011

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FIGURE 3-10b

Prime Industrial Area Scenario 2

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residential units. Main Street between 28th Street and 32nd Street is characterized by a wide array of commercial, industrial, and residential uses. Main Street is envisioned to intensify with higher intensity commercial and office uses (Figure 3-11). Proposed uses within the Boston and Main Street Corridor Area would be the same for both Scenario 1 and Scenario 2.

3.3.1.3 Proposed Zoning

A legislative action would be considered concurrently with the proposed CPU to rescind the existing BLPDO that serves as the community's zoning regulations and replace it with citywide zones contained within the LDC (see Figures 3-3 and 3-4). The project also includes amendments to the LDC to incorporate new zones and revise others. The following are the new commercial and residential zones: Neighborhood Commercial (CN-1-4); Community Commercial (CC-3-6); Maritime Commercial in Scenario 2 only (CC-6-4); Commercial Office (CO-2-1 and CO-2-2); and Residential Townhouse (RT-1-5).

Revisions are proposed to the following commercial and residential zones: Community Commercial (CC-5-4) and Residential Multiple Unit (RM-3-7 and RM-3-9). The following existing commercial, residential, and industrial LDC zones will also be used to implement the proposed CPU: Neighborhood Commercial (CN-1-3); Community Commercial (CC-2-1, CC-2-3, and CC-3-4); Residential Small Lot (RX-1-2); Residential Multiple Unit (RM-2-5); and Industrial Heavy (IH-1-1 and IH-2-1).

The project analyzed within this PEIR includes two other amendments to the LDC. The first proposes to remove the Barrio Logan Community Planning Area from the Beach Impact Area of the Parking Impact Overlay Zone, thus reducing the parking requirement for multiple dwelling unit development by applying the citywide basic parking requirement.

The second amendment proposes to categorically exclude the area identified in Figure 3-6 from processing a CDP when a project complies with all regulations within the LDC and requires no other discretionary permit. LDC Chapter 13, Article 2, Division 4 (Section 132.0404) would exempt projects from the requirement to obtain a Coastal Development Permit when the development does not require a Neighborhood Use Permit, Conditional Use Permit, Neighborhood Development Permit, Site Development Permit, Planned Development Permit, or Variance; and when the applicant demonstrates the premises (e.g., parcel) of the proposed development has obtained clearance from the County of San Diego DEH stating that no hazardous materials impacts would result from the development, or that no hazardous materials impacts would result from the development upon completion of required remediation. This amendment would make projects within this area ministerial, and therefore exempt from CEQA (Sec. 15300.1).

Map Source: City of San Diego, 2011

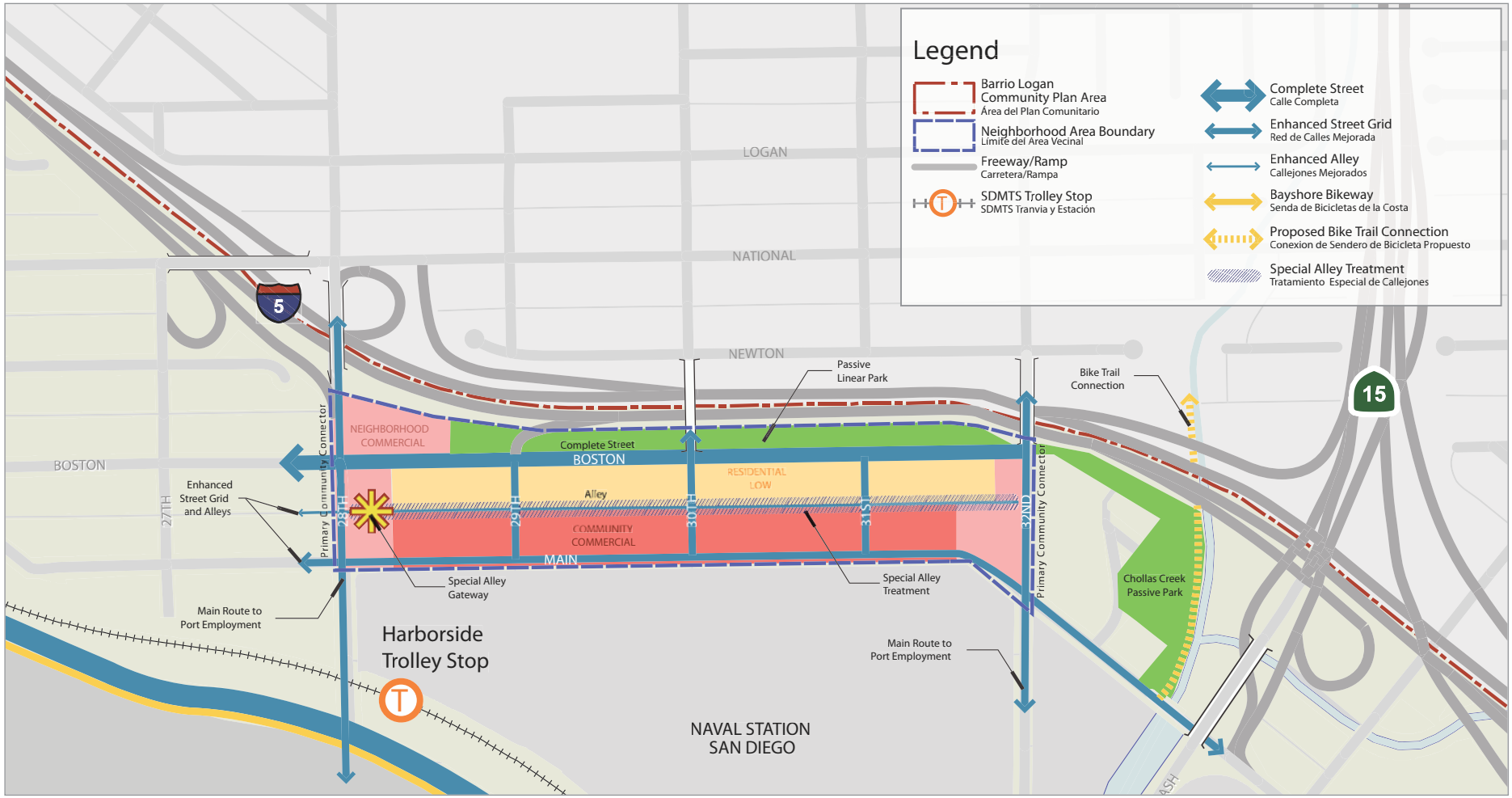

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FIGURE 3-11

Boston and Main Street Corridor Area

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Over time, development in accordance with the proposed zones would reduce the number and severity of incompatible uses within the community. In addition, implementation of future projects consistent with the proposed zoning is expected to facilitate creation of a more livable community by providing community-serving uses within walking distance of a higher number of residents and keeping heavy industrial traffic and activities separate from neighborhoods where residents reside.

3.3.2 Mobility Element

The proposed CPU area's location on the San Diego waterfront, proximity to downtown San Diego, and older urban and mixed-use characteristics combined with the existing transportation infrastructure and services in the community create unique opportunities and challenges in planning for mobility in the Barrio Logan community. All modes of surface transportation have an important role in serving the existing and future needs of the community.

Although it is one of the smallest community planning areas, the project area has a large amount of land area devoted to transportation. Three freeways — I-5, SR-15, and SR-75 — along with the rail corridor parallel to Harbor Drive, provide regional access, but also interrupt the connectivity of the established grid pattern of streets. Despite several pedestrian and vehicular overpasses, these facilities are perceived as physical barriers. The multiple access and exit ramps to and from the freeways contribute to traffic operations challenges including the use of local streets by cut-through traffic and vehicles or trucks hauling goods to and from the bayfront.

The intent of the Mobility Element is to preserve the essential character of the neighborhood while supporting a full, equitable range of choices for the movement of people and goods to, within, and from the Port District tidelands and adjacent communities as well as facilitating movement within the proposed CPU area. The Mobility Element supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network. Policies and recommendations are detailed in the Mobility Element (Chapter 3 of the proposed CPU).

3.3.3 Urban Design Element

The proposed Urban Design Element (Chapter 4 of the proposed CPU) implements the General Plan goals, policies, and guiding principles at the community plan level by including specific design recommendations and guidelines for Barrio Logan. This element is intended to work in conjunction with the other elements of the proposed CPU to create a pattern, scale, and character of development and public spaces that complement the existing built environment and build upon land use and mobility goals. The design recommendations and guidelines would ensure that the fundamental principles of good neighborhood design are

followed while allowing for freedom of architectural expression. Policies and recommendations pertain to elements of building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that affect the public realm.

3.3.4 Economic Prosperity Element

Economic development should create sustainable prosperity for the residents and businesses of the project site, as well as those industries directly adjacent to the community, including the Port District and the Naval Station San Diego. To ensure that maritime-serving industrial uses and locally-serving commercial and office uses remain viable, the Economic Prosperity Element (Chapter 5 of the proposed CPU) details a strategy that increases the capacity of heavy industrial lands to the south of 32nd Street, provides a transition zone between heavy industrial uses and sensitive receptors, promotes infill commercial and office development, and provides policies for parking enhancements.

The proposed CPU area is an important employment center for the region. In 2010, the proposed CPU area had approximately 10,105 civilian employees. The two scenarios proposed in this plan are expected to increase employment to approximately 14,893 civilian employees under Scenario 1 and 16,088 civilian employees under Scenario 2. The maritime base sector economy is important for the stability and growth of community businesses. Naval Station San Diego is also expected to expand over the next decades.

The proposed CPU area lacks basic commercial and retail-serving uses such as banks, pharmacies, and other neighborhood serving uses typically found in urbanized communities. Future development projects that provide neighborhood serving commercial uses should be encouraged. Logan Avenue from Chicano Park to 27th Street is envisioned as a commercial arts and cultural district with the focus on providing opportunities for local artists to work and live.

3.3.5 Public Facilities, Services, and Safety Element

The proposed Public Facilities, Services, and Safety Element (Chapter 6 of the proposed CPU) establishes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. This Element includes specific policies regarding public facilities financing, public facilities and services prioritization, fire-rescue, police, wastewater, storm, water infrastructure, waste management, libraries, schools, public utilities, and healthcare services and facilities, as well as health and safety.

The City maintains a PFFP for Barrio Logan which will be updated concurrently with the proposed CPU. The PFFP includes the community's boundary, a summary of the community's existing public facilities and future needs, a financing strategy, a DIF determination, and impact fee schedule. The DIF incorporates community build-out assumptions and cost assumptions for the proposed community-serving facilities. DIFs are

collected to mitigate the impact of new development through provision of a portion of the financing needed for these identified public facilities and to maintain existing levels of service for the community.

3.3.6 Recreation Element

This Element includes specific policies and recommendations addressing the following titled subject areas: Parks and Recreation Facilities, Preservation, Accessibility, and Open Space Lands. These policies and recommendations, along with the broader goals and policies of the General Plan, provide a comprehensive parks strategy intended to accommodate the community throughout the next 20 years. Because of the scarcity of park amenities in Barrio Logan, the Recreation Element (Chapter 7 of the proposed CPU) includes intensification strategies to expand facilities and programming within existing public spaces.

3.3.7 Conservation Element

The Conservation Element (Chapter 8 of the proposed CPU) addresses the conservation goals and policies that can be effective in managing, preserving, and thoughtfully using the natural resources of the community. Topic areas included in this Element include sustainability, resource management, and preservation. This element additionally addresses climate change, which is seen as a major issue that could affect the health and longevity of the community and the ecological environment in the Barrio Logan community.

3.3.8 Noise Element

Noise can affect the environment and well-being of people living, working, and visiting a community. Therefore, the Noise Element provides goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that will protect people living and working in the community from an excessive noise environment. Sensitive land uses include residential sites, schools, and libraries. The proposed Noise Element (Chapter 9 of the proposed CPU) acknowledges that the City's General Plan provides policy direction for noise-related issues, and thus relies on the overarching goals and policies contained in that plan.

3.3.9 Historic Preservation Element

With its origins as a waterfront community, the proposed CPU area is one of the oldest urban neighborhoods in San Diego. Initially developed as an affordable residential community with supporting commercial establishments, the proposed CPU area was closely tied to the establishment of the railroad and accompanying railroad speculation, and early industrial bayfront development. This era was followed by increased residential and commercial development during minority migration and immigration. Later development included increased maritime and Naval development of the waterfront, and large-scale

freight handling facilities followed by the rise of the Chicano political activism movement and its impact on infrastructure projects and uses in the community. The Historic Preservation Element (Chapter 10 of the proposed CPU) includes goals related to the preservation of significant historical resources and promotes educational opportunities and incentives to support historic preservation.

3.3.10 Arts and Culture Element

Public art provides a means of expression in the environment, a way to create spaces that have a meaningful aesthetic, and an opportunity to educate about history, culture, nature, and current events. It takes many forms and shapes in the public realm of the proposed CPU area's streets and sidewalks, parks and plazas, and gateways. While the most familiar forms of public art in the proposed CPU area are painted murals in Chicano Park, there are other examples throughout the community, including tile murals and sculptures. The Arts and Culture Element (Chapter 11 of the proposed CPU) emphasizes new directions in public art that would encourage a diversity of media so that all segments of the community can participate and be represented. Public art can also be an integral part of public spaces, such as plazas and transit stops, facades of existing buildings and utilities, and design of new developments. These public spaces provide opportunities for other cultural activities to occur, such as festivals and performances.

3.4 Environmental Design Considerations

Several environmental design considerations, beyond compliance with mandatory existing regulations, have been incorporated into the proposed CPU to avoid or reduce environmental impacts. These are described below.

3.4.1 Sustainability

Several sustainable building concepts and practices have been incorporated into the proposed CPU policies. These design elements serve to reduce or avoid potential environmental effects associated with water and energy consumption, consumption of nonrenewable or slowly renewing resources, and urban runoff.

- ***Smart Location and Linkage.*** Development completed in accordance with the proposed CPU would occur within an existing urbanized area with established public transportation infrastructure, which may reduce vehicle trips and miles traveled and support walking and bicycling as a transportation choice. In addition, implementation of the policies contained in the Land Use, Mobility, Recreation, and Conservation Elements of the proposed CPU would improve mobility within the plan area, including open space and recreation areas through the development of a balanced, multi-modal transportation network. Implementation of proposed CPU Land Use Policy 2.5.8 supports the

integration of transit within employment areas and encourages the creation of safe and direct bicycle and pedestrian connections to provided multi-modal access. The Recreation and Conservation Elements contain policies aimed at improving public access to local and regional passive and active recreational opportunities through the creation of bicycle and pedestrian pathways linkages to such areas as Las Chollas Creek, Chicano Park, San Diego Bay, and the downtown park system. While the intent of the Mobility Element is to provide a more cohesive transportation network, Policies 3.2.1 through 3.2.6 specifically address transit services and facilities, including highlighting the presence of trolley stations, improving the environment surrounding bus and trolley stops, and working with MTS to incorporate measures to improve personal safety at bus and trolley stops.

- ***Water, Wastewater, and Stormwater Infrastructure.*** The entire proposed CPU area is currently served by existing water, wastewater, and stormwater infrastructure which eliminates the multiple environmental effects caused by sprawl (development in areas without existing infrastructure), as well as providing for improvements to existing facilities. Implementation of Water, Sewer, and Stormwater Infrastructure Policies 6.1.4 and 6.1.5 of the Public Facilities, Services and Safety Element provide for upgrades to water and sewer facilities, institutes a program to clean the storm drain system prior to the rainy season, and improves drainage facilities to address recurrent flooding problems within the plan area. In addition, Policy 4.2.5 of the Urban Design Element would ensure that the design of development integrates stormwater best management practices on-site to maximize their effectiveness by: encouraging the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use; utilizing downspouts to discharge into impervious areas to interrupt the direct flow of rainwater from the buildings to the storm water system; minimizing on-site impermeable surfaces, such as concrete and asphalt; and utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to detain and infiltrate run-off on-site.

- ***Urban Runoff/Water Quality.*** The proposed CPU area is currently developed and nearly 100 percent impervious. Nearly all rainfall can be expected to become runoff because there are minimal opportunities for infiltration. Urban Runoff Management Policies 8.2.9 through 8.2.15 of the Conservation Element seek to reduce potential impacts by encouraging the use of Low Impact Development (LID) techniques and materials that slow water runoff and absorb pollutants from roofs, parking areas, and other urban surfaces; incorporating bioswales or other design practices where there are sufficient public rights-of-way throughout the community; and encouraging private property owners to design or retrofit landscaped areas to better capture storm water runoff.

- ***Diversity and Affordability of Housing***. The proposed CPU aims to provide affordable single and multi-family housing throughout the proposed CPU area, thus enabling a wide range of economic levels and age groups to live within a single community. By facilitating this diversity, multiple generations of families can live together throughout their lifetime. Specifically, the Land Use Element includes Affordable Housing Policies 2.2.10 through 2.2.14 that promote and encourage the development of very low and low income affordable housing in all residential and multi-use neighborhood designations; creation of affordable home ownership opportunities for moderate income buyers; and utilization of land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels.

- ***Bicycle Network and Parking.*** In order to reduce reliance on fossil fuels and encourage alternative modes of transportation in the plan area, the proposed CPU aims to provide a safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network. In support of this goal, the Mobility Element includes Bicycle Policies 3.5.1 through 3.5.3. Specifically, implementation of Policy 3.5.1 would provide and support a continuous network of safe, convenient, and attractive bicycle facilities connecting the proposed CPU area to the citywide bicycle network and implementing the San Diego Bicycle Master Plan and the Bayshore Bikeway. In addition, Policy 3.5.2 provides for secure, accessible, and adequate bicycle parking in the plan area, particularly at the Barrio Trolley Station located at Cesar E. Chavez Parkway, 28th Street and 32nd Street transit stations, within shopping areas including the Mercado Commercial District, and at concentrations of employment throughout the community.

- ***Reduced Parking Footprint.*** The proposed CPU serves to reduce parking related impacts by reducing the parking footprint within the plan area and encouraging alternative modes of transportation. In addition to the reduction in visual impacts associated with parking surfaces, by limiting surface parking in the plan area, the associated adverse environmental effects (e.g., grease and oil from leaking vehicles) would be decreased while at the same time reducing microclimate temperature associated with large expanses of paved surface area. In support of this goal, the proposed Mobility and Urban Design Elements include policies related to parking. Specifically, Mobility Element Parking Policy 3.6.2 permits construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development. Mobility Element Policy 3.6.6 identifies the possibility of establishing a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies, as well as potentially fund parking structures within the community. In addition, Urban Design Element Policy 4.1.15 aims to minimize the land area dedicated to parking, and Policy 4.1.18 encourages the wrapping of at-grade parking with active uses, leaving building frontages and streetscapes free of parking facilities.

- ***Access to Outdoor and Active Spaces.*** The proposed CPU addresses existing and planned access to outdoor and active spaces, including the San Diego Bay, and provides on-site active and passive open space areas, recreational facilities, and access via pedestrian and bicycle pathways. Many of the outdoor and active uses would be universally accessible. In addition, the provision of these outdoor uses would encourage walking or other physical activity and time spent outdoors, thus promoting good health and community life. The proposed CPU seeks to pursue land acquisition needed for the creation of public parks, with a special effort to locate new parkland within the community that promotes connectivity, safety, public health, and sustainability. Strategies to expand programming within existing public spaces to reduce the existing parkland deficit in the plan area are also included in the proposed CPU. The Recreation Element includes policies to provide adequate parkland sufficient to meet the needs of the community through plan build-out (Policies 7.1.1 through 7.1.19); provide for preservation, protection, and enhancement of existing and planned parkland facilities (Policies 7.2.1 through 7.2.4); ensure accessibility of parkland to all residents and visitors (7.3.1 through 7.3.6); and to preserve, protect, and enhance/restore resources associated with existing and proposed open space (7.4.1 through 7.4.5).

- ***Improved Transportation Network and Increased Alternative Modes of Transportation.*** The proposed CPU includes several policies aimed at improving the existing transportation network, as well as encouraging alternative modes of transportation to reduce impacts related to traffic/circulation and air quality. The Mobility Element includes specific policies to support a full, equitable range of choices for the movement of people and goods to, within, and from the Port District tidelands and throughout the plan area. In addition, the Mobility Element supports and helps to implement the General Plan at the community plan level by including specific goals, policies, and recommendations that will improve mobility through the development of a balanced, multi-modal transportation network. Specifically, the Mobility Element includes Walkability Policies 3.1.1. through 3.1.11, which promote and encourage the new construction of, and upgrades to, existing pedestrian pathways; Transit Policies 3.2.1 through 3.2.6, which improve access to public transit facilities (i.e., San Diego trolley); Transportation Demand Management Policies 3.4.1 through 3.4.5, which promote use of transit services by encouraging employers and new residential development to provide transit passes to employees and/or residents; and Bicycle Policies 3.5.1 through 3.5.3, which promotes a continuous network of bicycle facilities connecting the proposed CPU area to the citywide bicycle network and bicycle parking facilities. In addition, the project includes Conservation Policy 8.1.3, which provides residents with attractive alternatives to driving, thus helping to reduce vehicle miles traveled and fostering a healthy community. In support of General Plan Policies UD-D.1 through D.3, the Land Use Element Policy 2.5.8 integrates the use of transit within employment areas. The creation of safe and direct bicycle and pedestrian connections are also encouraged to provide multi-modal access.

- ***Energy Efficiency in Buildings***. The Urban Design and Conservation Elements of the proposed CPU include policies to reduce air, water, and land pollution, and other environmental impacts associated from energy production and consumption. The Urban Design Element states that development of new infill buildings and retrofitting of existing buildings should take into account energy efficient design. Specifically, Policies 4.2.1 through 4.2.2 recommend macro- and micro-level design solutions including, but not limited to: providing awnings and canopies to shade buildings; orienting new buildings and lots to minimize east and west facing facades; use of horizontal overhangs, awning or shade structures above south facing windows to mitigate summer sun, but allow winter sun; and maximizing natural and passive cooling that builds on the proximity of the nearby San Diego Bay. Implementation of Green Building Policies 4.2.3 through 4.2.5 of the Urban Design Element would ensure the incorporation of environmentally conscious building practices (e.g. use of recycled materials and minimizing impervious surfaces that have large thermal gain) and provide for on-site landscaping improvements that minimize heat gain and provide attractive and context-sensitive landscape environments. In addition, the Conservation Element includes Sustainable Energy Policies 8.2.20 through 8.2.23, which promote development that qualifies for the City's Sustainable Buildings Expedite Program; educate residents and businesses on efficient appliances and techniques for reducing energy consumption; provide for, or retrofit, lighting in the public rights-of-way that is energy efficient; and provide information on programs and incentives for achieving more energy efficient buildings and renewable energy production.

- ***Reduced Water Use.*** The proposed CPU includes policies to reduce the overall water use and potential impacts to natural water resources and the municipal water and wastewater systems from build-out of the plan. Implementation of Policy 4.2.5 of the Urban Design Element would encourage the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use. The policies contained in the Conservation Element encourage the use of native or California-friendly drought-tolerant plants in project landscaping. Implementation of Policy 6.1.4 of the Public Facilities Element would ensure upgrades to the infrastructure for water and sewer facilities and institute a program to clean the storm drain system prior to the rainy season.

- ***Heat Island Reduction.*** To reduce heat islands and minimize the impact on microclimate, the proposed CPU includes Policies 4.2.1 through 4.2.2 to encourage the use of shade canopies, shade trees, reflective paving materials, and an open grid pavement system for impervious portions of the proposed CPU area (i.e., roads, sidewalks, upper decks of parking structures, parking lots).

- ***Air Quality.*** The Conservation Element includes policies to reduce the project's impacts on air quality and climate change. The Conservation Element includes Air Quality Policies 8.2.16 through 8.2.19, which call for enforcement of designated truck routes,

encourage alternative modes of transportation, create incentives to encourage relocation of incompatible uses that contribute to poor air quality, and encourage street tree and private tree planting programs throughout the community to increase absorption of carbon dioxide and pollutants. In addition, implementation of Climate Change and Sustainability Policy 8.1.4 aims to reduce project level greenhouse gas emissions to acceptable levels through project design, application of site-specific mitigation measures, or adherence to standardized measures outlined in an adopted citywide climate action plan.

3.4.2 Hazards/Collocation

In order to reduce the health hazards associated with collocation of industrial and sensitive receptors, the proposed CPU proposes to separate incompatible land use designations by only permitting development of new uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the industrial zones. In support of this objective, the Land Use Element includes Transition Zone Policies 2.7.14 through 2.7.19. Specifically, implementation of Policy 2.7.14 would prohibit residential uses within the Transition Area, and Policy 2.7.17 would ensure that Heavy Commercial uses proposed under Scenario 2 would not cause significant impacts to the surrounding community. In addition, as prescribed in Policy 2.5.4, development of industrial land uses that minimize conflicts from incompatible uses through building design and truck restrictions would provide a balance between the needs of the heavy industrial businesses located west of Harbor Drive and the residences contained within the community.

3.5 CPU Implementation Plan

The proposed CPU would be implemented through a number of different mechanisms that are outlined in Chapter 12 of the proposed CPU. The necessary actions and key parties responsible for realizing the plan's vision are outlined and intended for use in implementation of the proposed CPU. Active participation of various City departments and agencies; regional agencies such as the Port District, the San Diego Association of Governments (SANDAG), and MTS; and the community would all be required to implement these proposals. This plan also recommends a number of funding mechanisms for the City to pursue as ways to finance the implementation of this plan in a viable manner.

3.5.1 Key Actions

The key actions outlined in the proposed CPU Implementation Plan are:

- Regularly update the PFFP identifying the public facilities necessary to meet present and future community needs as identified throughout the proposed CPU area in the Community Plan.

- Implement facilities and other public improvements in accordance with the PFFP.
- Pursue grant funding to implement unfunded infrastructure and services identified in the PFFP.
- Pursue formation of Community Benefit Assessment Districts, as appropriate, through the cooperative efforts of property owners and the community in order to construct and maintain improvements.

3.5.2 Funding Mechanisms

Implementing improvement projects will require varying levels of funding. A variety of funding mechanisms are available depending on the nature of the improvement project:

- Institution of impact fees for new development.
- Requiring certain public improvements as part of new development.
- Establishing Community Benefit Assessment Districts, such as property-based improvement and maintenance districts for streetscape, lighting, and sidewalk improvements.

3.5.3 Priority Public Improvements and Funding

The proposals for improvements to streets and open spaces vary widely in their range and scope; some can be implemented incrementally as scheduled street maintenance occurs, and others will require significant capital funding from city, state, regional, and federal agencies, or are not feasible until significant redevelopment occurs. Grants and other sources of funding should be pursued wherever possible. A complete list of projects is included in the PFFP.

3.6 Summary of Proposed CPU Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to conditionally approve or delay a project. As discussed in Chapter 1, Introduction, the following discretionary approvals comprise the project analyzed within this PEIR, and referred to herein as the “proposed CPU” (Table 3-3).

TABLE 3-3
DISCRETIONARY ACTIONS THAT COMPRISE THE PROPOSED CPU

City of San Diego
• Certification of PEIR • Barrio Logan Community Plan Update • General Plan Amendment • Barrio Logan Public Facility Financing Plan (PFFP) Update • Rezone (to replace the BLPDO with citywide zoning). • LCP Amendment • LDC Amendments
California Coastal Commission
• Certification of the LCP • Approval of Coastal Categorical Exclusion • Certification of PEIR

The Planning Commission will review the discretionary actions listed above associated with the proposed CPU and provide a recommendation to the City Council, who will consider and make a decision on the proposed CPU and associated discretionary actions.

The proposed CPU area lies completely within the Coastal Overlay Zone boundary, and therefore is under the jurisdiction of the CCC, which has authority for review of local coastal program amendments under the Coastal Act. The Coastal Overlay Zone is shown in Figure 4.1-5 (see Section 4.1, Land Use). The proposed CPU and the applicable zoning regulations comprise the LCP. Once the City Council has acted upon each of the discretionary approvals associated with the proposed CPU, the plan update package will be sent to the CCC for certification.

3.7 Administration of Proposed CPU

Plan implementation would require subsequent approval of public or private development proposals (referred to as “future development” in this PEIR) through both ministerial and discretionary reviews to carry out the land use plan and policies in the proposed CPU. These subsequent activities may be public (i.e., road/streetscape improvements, parks, public facilities) or private projects, and are referred to as future development or future projects in the text of the PEIR. As discussed above, projects within the Coastal Categorical Exclusion Area (see Figure 3-6) that comply with the underlying base zone requirements and permitted uses would not be subject to discretionary review. Approval of the proposed Coastal Categorical Exclusion would allow for all development projects within the Coastal Categorical Exclusion Area boundaries (see Figure 3-6) to be processed ministerially, and therefore be exempt under CEQA (Section 15300.1). The consideration of a ministerial

review process and the requested Coastal Categorical Exclusion are analyzed in detail in Section 4.1, Land Use, of this PEIR.

A non-inclusive list of discretionary actions that may be required for future implementing activities is shown on Table 3-4.

TABLE 3-4
POTENTIAL FUTURE DISCRETIONARY ACTIONS
TAKEN UNDER THE PROPOSED CPU

City of San Diego Actions
- Rezones
- Tentative Maps‡
- Planned Development Permits‡
- Site Development Permits‡
- Establishment of Public Facilities Financing Mechanisms
- Conditional Use Permits
- Neighborhood Permits
- Street Vacations, Release of Irrevocable Offers of Dedication, and Dedications
- Water and sewer infrastructure and road improvements

State of California Actions
- Caltrans Encroachment Permits
- Section 1602/1603 Streambed Alteration Agreement
- Water Quality Certification Determination for Compliance with Section 401
- Department of Education approval of school sites

Federal Actions
- U.S. Army Corps of Engineers Section 404 Permit
- USFWS Section 7 or 10 (a)

Other Agencies' Actions
- SDG&E/Public Utilities Commission approval of power line relocations or undergrounding

‡ Projects within the designated boundaries shown on Figure 3-6 and consistent with the proposed CPU land use and designated zoning will require ministerial approval only.

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4.0 Environmental Analysis

The following sections contain an analysis of the potential environmental impacts that may occur as a result of the proposed CPU implementation for both Scenario 1 and Scenario 2. The analysis of environmental subject areas detailed in the following sections include those that were identified by the City through preliminary review, and in response to the NOP, as potentially significant.

Fifteen environmental issues are addressed in the following sections in accordance with Appendix G of the CEQA Guidelines and the City's EIR Guidelines. Each issue analysis section is formatted to include a summary of existing conditions, including the regulatory context, the criteria for the determination of impact significance, evaluation of potential project impacts, a list of required mitigation measures, and conclusion of significance after mitigation for impacts identified as significant.

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4.1 Land Use

This section discusses existing land use and the consistency of the proposed CPU with applicable plans and regulations. As part of the proposed CPU, two draft land use scenarios (Scenario 1 and Scenario 2, see Figures 3-1 and 3-2) have been developed and are evaluated throughout this PEIR. Both land use scenarios represent a variation of proposed land use types, including density and intensity of uses.

4.1.1 Existing Conditions

4.1.1.1 Existing Land Use

As discussed in Chapter 2, Environmental Setting, the proposed CPU area contains a mix of commercial, residential, industrial, public facilities, recreation, and multiple-use land use categories. Following rezoning efforts in the 1960s, which intended to remove residential uses through regulatory means, portions of the planning area transitioned into industrial uses while some residential uses that preceded the rezoning efforts have remained. Subsequently, commercial uses and community amenities developed to serve the residential population. As a result, the current land use mix is an inconsistent pattern of residential, industrial, and commercial uses. The existing land uses and distribution are depicted in Figure 4.1-1 and discussed below. Although located within the proposed CPU area, Naval Station San Diego and Port District lands are outside the City's jurisdiction for planning purposes. These lands are included in the analysis for the proposed CPU with no changes proposed.

Residential uses are concentrated on Logan Avenue, and to a lesser extent National Avenue and Newton Avenue, in the northern portion of the proposed CPU area between Boston Avenue and Main Street in the central portion, and scattered randomly in the southernmost portion. Residential uses in the southern part of the proposed CPU area generally occur on Dalbergia Street, near Vesta Street, east of Main Street, although this area is dominated by industrial uses. Office and commercial uses are spread throughout the community with clusters of shops, restaurants, and other neighborhood-serving commercial found primarily along National Avenue at Cesar E. Chavez Parkway, 28th Street, and 32nd Street. The community has benefited from several redevelopment projects in recent years; these include the Mercado Apartments, Gateway Family Apartments, La Entrada Apartments, Los Vientos Family Apartments, Cesar E. Chavez Parkway Improvements, and most recently, construction of the Mercado del Barrio Residential/Commercial Center.

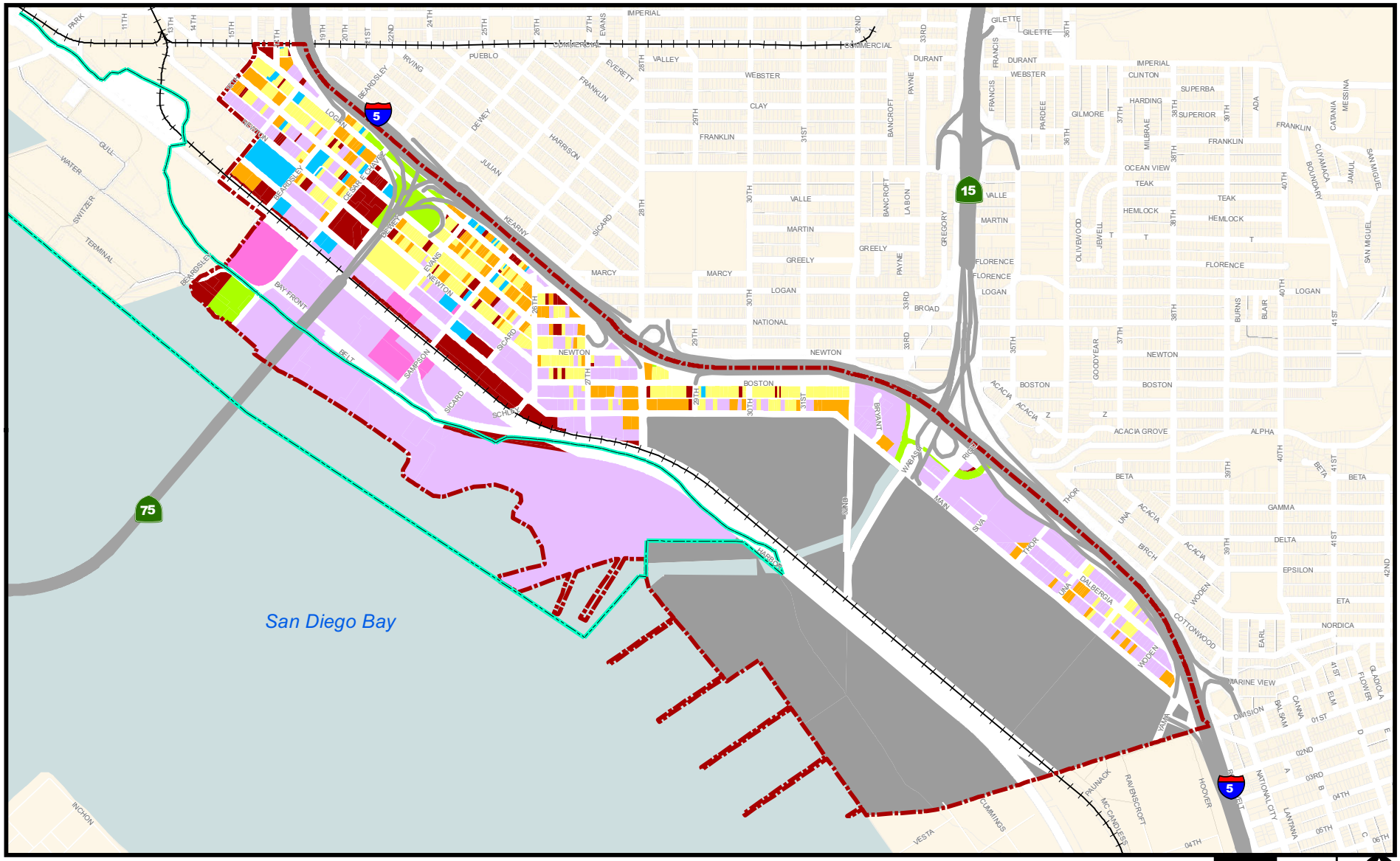

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FIGURE 4.1-1

Existing Land Use

Public facilities in the northern portion of the plan area include a park, elementary school, fire station, and other small institutional parcels. The location of parks and other facilities that serve the proposed CPU area and standards that apply for public services are discussed further in Section 4.11, Public Services and Facilities.

Heavy industrial uses are concentrated primarily near or on lands within the Port District's jurisdiction, along the waterfront and west of Harbor Drive and the San Diego Trolley Line. Light industrial uses occur along Main Street and encroach into the residential and commercial blocks in areas designated for and allowing a mix of residential, commercial, and industrial. This includes parcels along National Avenue in the northern portion of the plan area and Main Street in the southern portion of the proposed CPU area (see Figure 4.1-1).

Remaining uses include more than 200 acres of roads and public rights-of-way, including the trolley line and access ramps to I-5. Vacant parcels are typically composed of surface parking lots.

Table 4.1-1 provides the acreage and percentage of land area covered by land use category for the existing Community Plan and existing conditions.

TABLE 4.1-1
SUMMARY OF LAND USE FOR EXISTING COMMUNITY PLAN AND EXISTING CONDITIONS

	Community Plan			Existing (2010)[1]		
Use	**Acres**	**Floor Area (SF)**	**Dwelling Units**	**Acres**	**Floor Area (SF)**	**Dwelling Units**
Single-family	0.97	--	31	29.96	--	480
Multi-family	47.02	--	1,918	10.95	--	764
Commercial	58.01	1,532,669	808	25.91	612,396	--
Industrial	104.02	6,720,891	--	121.64	2,279,065	--
Port Industrial	112.24	4,868,496	--	112.24	4,868,496	--
Elementary School	4.15	57,539	--	4.15	57,539	--
Community College	0.99	70,000	--	0.36	8,700	--
Other Institutional	1.21	112,649	--	6.21	187,282	--
City Facilities	0.34	2,425	--	0.34	2,425	--
City Park	8.45	--	--	8.09	--	--
Port Park	4.27	--	--	4.23	--	--
Open Space	7.51	--	--	3.38	--	--
Transportation/Utilities	282.31	17,815	--	290.38	17,815	--
Military	368.11	--	--	368.11	--	--
Vacant	--	--	--	13.66	--	--
TOTAL	999.61	13,382,484	2,757	999.61	8,033,719	1,244

Source: City of San Diego 2012

[1] Existing 2010 Housing, SANDAG March 2012

Descriptions of the applicable categories from the City's General Plan Land Use and Community Planning Element (Table LU-4) are presented in Table 4.1-2. Application of these categories from the Land Use and Community Planning Element is accomplished with approval of individual community plan updates.

4.1.1.2 Existing Land Use Plans and Development Regulations

Within Chapter 3 of this PEIR is description of the land use plans and development regulations that currently apply to the proposed CPU and development of future projects. The following expands the discussion of applicable plans and development regulations, including the General Plan, the existing LCP, pertinent LDC regulations, the City Multiple Species Conservation Program (MSCP) Subarea Plan, the Coastal Act, the Port District Master Plan, and the Naval Station San Diego Master Plan.

a. City of San Diego General Plan

A comprehensive update of the City's General Plan was adopted in 2008, incorporating the City of Villages strategy, which in turn was developed and adopted as part of the Strategic Framework Element in 2002. The Strategic Framework Element represented the City's new approach for shaping how the City will grow while attempting to preserve the character of its communities and its most treasured natural resources and amenities. It was developed to provide the overall structure to guide the General Plan update and future community plan updates and amendments, as well as the implementation of an action plan.

Under the City of Villages strategy, the General Plan aims to direct new development projects away from natural undeveloped lands into already urbanized areas and/or areas where conditions allow the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

As noted above, the Strategic Framework Element provided the framework for the comprehensive update. In the 2008 General Plan, the intent and vision of the Strategic Framework Element was reshaped into an introductory chapter that describes the role and purpose of the General Plan, outlines the City of Villages strategy, presents 10 Guiding Principles that helped to shape the General Plan, summarizes the General Plan's elements, and discusses how implementation will occur.

TABLE 4.1-2
GENERAL PLAN LAND USE CATEGORIES

Land Use	Community Plan Designation	Use Consideration	Description	Density (du/ac)
Park, Open Space, and Recreation	Open Space	None	Provides for the preservation of land that has distinctive scenic, natural or cultural features; that contributes to community character and form; or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for: primarily passive park and recreation use; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	N/A
	Population-based Parks	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks. It will allow for facilities and services to meet the recreational needs of the community as defined by the community plan.	N/A
Residential[1]	Residential – Low Medium	None	Provides for both single-family and multifamily housing within a low- medium-density range.	10 - 14 du/ac
	Residential – Medium	None	Provides for both single-family and multifamily housing within a medium-density range.	15 - 29 du/ac
Commercial Employment, Retail, and Services[1,2,3]	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius. Housing may be allowed only within a mixed-use setting.	0 - 44 du/ac
		Residential Prohibited	Provides local convenience shopping, civic uses, and services serving an approximate three mile radius.	N/A
	Community Commercial	Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.	0 - 74 du/ac
		Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.	N/A
	Office Commercial	Residential Permitted	Provides for office employment uses with limited, complementary retail uses. Residential uses may occur only as part of a mixed-use (commercial/residential) project.	0 - 44 du/ac

TABLE 4.1-2
GENERAL PLAN LAND USE CATEGORIES
(Continued)

Land Use	Community Plan Designation	Use Consideration	Description	Density (du/ac)
	Maritime Oriented Commercial	Residential Prohibited	Provides for maritime-related retail and wholesale services that cater to the growth and development of water-dependent industries. Maritime-related services are waterfront dependent uses, and other supporting uses including, but not limited to, the United States Naval presence, research, shipping, and fishing. Residential, wholesale distribution, and heavy manufacturing uses are prohibited. Establishments engaged in chrome plating of materials are prohibited. The Maritime oriented commercial is included in the Transition Area for Scenario 2 only between Evans Street and 27th Street, in both the Historic Core Area and Transition Area.	N/A
	Heavy Commercial	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous community plan may have allowed for both industrial and commercial uses.	N/A
Institutional and Public and Semi-Public Facilities[4]	Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices and civic centers.	N/A
Multiple Use	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.	30 to 74 du/ac
Industrial Employment[1,2]	Business Park-Residential	Office Use Permitted	Applies in areas where employment and residential uses are located on the same premises or in close proximity. Permitted employment uses include those listed in the Business Park designation. Multifamily residential uses are optional with the density to be specified in the community plan. Development standards and/or use restrictions that address health and compatibility issues will be included in future zones.	Residential densities are to be determined by the adopted land use plan and associated implementing ordinances.

TABLE 4.1-2
GENERAL PLAN LAND USE CATEGORIES
(Continued)

Land Use	Community Plan Designation	Use Consideration	Description	Density (du/ac)
	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, extractive, and primary processing uses with nuisance or hazardous characteristics. For reasons of health, safety, environmental effects, or welfare these uses should be segregated from other uses. Non-industrial uses, except corporate headquarters, should be prohibited.	N/A

Source: City of San Diego General Plan Land Use and Community Planning Element 2008
N/A = Not applicable

[1] Residential density ranges will be further refined and specified in each community plan. Residential densities may also be narrowed within the density ranges established for the Commercial Employment, Retail, and Services General Plan land use category in this table. Community plans may also establish density minimums where none are specified in the Commercial Employment, Retail, and Services General Plan Land Use category. Calculation of residential density is to be rounded to the nearest whole number if the calculation exceeds a whole number by 0.50 or more in most cases. In all other remaining instances, such as in the coastal areas, calculation of density is to be based on established policies and procedures. Whenever a plus (+) sign is identified next to a density number, the upper limit may be further specified in a community plan without causing the need for amending the General Plan, upon evaluation of impacts. For uses located within an airport influence area, the density ranges should be consistent with the Airport Land Use Compatibility Plan and Air Installation Compatible Use Zone study or steps should be taken to overrule the Airport Land Use Commission.

[2] Consult the Economic Prosperity Element for policies related to the commercial and industrial land use designations.

[3] Commercial land use designations may be combined to meet community objectives.

[4] Community plans will further define the specific institutional use allowed on a particular site.

The General Plan includes 10 elements that are intended to provide guidance for future development. These are listed here and discussed in more detail below: (1) Land Use and Community Planning Element; (2) Mobility Element; (3) Urban Design Element; (4) Economic Prosperity Element; (5) Public Facilities, Services, and Safety Element; (6) Recreation Element; (7) Conservation Element; (8) Noise Element; (9) Historic Preservation Element; and (10) Housing Element. The Housing Element, which must be updated every five years under state law, was last updated in 2006, and is provided under separate cover due to the need for more frequent updates. It is required to be consistent with the General Plan goals and City of Villages strategies.

Land Use and Community Planning Element

The Land Use and Community Planning Element provides overarching policies to integrate the City of Villages strategy and guide the provision of public facilities while accommodating planned growth. Policies within this element, in combination with other elements, also protect coastal resources and ensure consistency with zoning regulations (e.g., LDC).

The Land Use and Community Planning Element of the City's General Plan is largely seen as the structure and framework for developing community plans. When appropriate, policies call for community plans to further identify appropriate land uses to meet the goals set by the General Plan and City of Villages strategy. The policies also indicate that mixed-use areas, villages, and community-specific policies are developed with public input and involvement.

The Land Use and Community Planning Element contains five goals related to community planning. These are to provide:

- Community plans that are clearly established as essential components of the General Plan to provide focus upon community-specific issues.
- Community plans that are structurally consistent yet diverse in their presentation and refinement of city-wide policies to address specific community goals.
- Community plans that maintain or increase planned density of residential land uses in appropriate locations.
- Community plan updates that are accompanied by updated PFFPs.
- Community plans that are kept consistent with the future vision of the General Plan through comprehensive updates or amendments.

- Community plans are important because they contain specific policies that protect community character. Future public and private projects will be evaluated for consistency with policies in the community plans. The specific policies in the Land Use and Community Planning Element that apply to the development of all community plans throughout the city are included in Table 4.1-3.

Village Propensity

The Village Propensity Map in the Land Use and Community Planning Element of the General Plan (see General Plan Figure LU-1) illustrates existing areas that already exhibit village characteristics and areas that may have a propensity to develop as village areas. Given the proximity downtown, the General Plan (Figure LU-1) indicates that the northern portion of the proposed CPU area is considered to possess a high to moderate potential to be one of the villages described in the General Plan. The General Plan indicates that the area near 32nd Street and Main Street also demonstrates a high to moderate village propensity. Factors considered in locating village sites and ranking village propensity include Community Plan-identified capacity for growth; existing public facilities or an identified funding source for facilities; and existing or an identified funding source for transit service, community character, and environmental constraints (City of San Diego 2008a). Village propensity also takes into consideration the location of parks, fire stations, and transit routes.

Environmental Protection/Environmental Justice

The General Plan Land Use and Community Planning Element also provides direction regarding balanced communities, equitable development, and environmental justice. The EPA defines Environmental Justice as fair treatment and meaningful involvement of all peoples, regardless of race, color, national origin, or income, with respect to development, implementation and enforcement of environmental laws, regulations, and policies. The City of Villages strategy and emphasis on transit system improvements, transit-oriented development, and the citywide prioritization and provision of public facilities in underserved neighborhoods is consistent with environmental justice goals.

Specific policies for environmental justice from the General Plan Land Use and Community Planning Element as they relate to environmental protection are presented in Table 4.1-4.

TABLE 4.1-3
LAND USE AND COMMUNITY PLANNING ELEMENT POLICIES
RELATED TO COMMUNITY PLANS

Policy	Description
LU-C.1	Establish each community plan as an essential and integral component of the City's General Plan with clear implementation recommendations and links to General Plan goals and policies. a. Develop community plan policies that implement citywide goals and address community or neighborhood-specific issues; such policies may be more detailed or restrictive than the General Plan as needed (see also LU-C.1.c. and LU-C.2.). b. Rely on community plans for site-specific land use and density designations and recommendations. c. Maintain consistency between community plans and the General Plan, as together they represent the City's comprehensive plan. In the event of an inconsistency between the General Plan and a community plan, action must be taken to either: 1) amend the community plan, or 2) amend the General Plan in a manner that is consistent with the General Plan's Guiding Principles.
LU-C.2	Prepare community plans to address aspects of development that are specific to the community, including: distribution and arrangement of land uses (both public and private); the local street and transit network; location, prioritization, and the provision of public facilities; community and site-specific urban design guidelines; urban design guidelines addressing the public realm; community and site-specific recommendations to preserve and enhance natural and cultural resources; and coastal resource policies (when within the Coastal Zone). a. Apply land use designations at the parcel level to guide development within a community. 1. Include a variety of residential densities, including mixed use, to increase the amount of housing types and sizes and provide affordable housing opportunities. 2. Designate open space and evaluate publicly-owned land for future dedication and privately-owned lands for acquisition or protection through easements. 3. Evaluate employment land and designate according to its role in the community and in the region. 4. Designate land uses with careful consideration to hazard areas including areas affected by flooding and seismic risk as identified by Figure CE-5 Flood Hazard Areas and Figure PF-9 Geo-technical and Relative Risk Areas. b. Draft each community plan with achievable goals, and avoid creating a plan that is a "wish list" or a vague view of the future. c. Provide plan policies and land use maps that are detailed enough to provide the foundation for fair and predictable land use planning. d. Provide detailed, site-specific recommendations for village sites. e. Recommend appropriate implementation mechanisms to efficiently implement General Plan and community plan recommendations. f. Establish a mobility network to effectively move workers and residents. g. Update the applicable public facilities financing plan to assure that public facility demands are adjusted to account for changes in future land use and for updated costs associated with new public facilities.
LU-C.3	Maintain or increase the City's supply of land designated for various residential densities as community plans are prepared, updated, or amended.
LU-C.4	Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums of applicable plan designations.

TABLE 4.1-3
LAND USE AND COMMUNITY PLANNING ELEMENT POLICIES
RELATED TO COMMUNITY PLANS
(Continued)

Policy	Description
LU-C.5	Draft, update, and adopt community plans with a schedule that ensures that a community's land use policies are up-to-date and relevant, and that implementation can be achieved. a. Utilize the recognized community planning group meeting as the primary vehicle to ensure public participation. b. Include all community residents, property owners, business owners, civic groups, agencies, and City departments who wish to participate in both land use and public facilities planning and implementing the community vision. c. Concurrently update plans of contiguous planning areas in order to comprehensively address common opportunities such as open space systems or the provision of public facilities and common constraints such as traffic congestion.
LU-C.6	Review existing and apply new zoning at the time of a community plan update to assure that revised land use designations or newly-applicable policies can be implemented through appropriate zones and development regulations (see also LU Section F).

SOURCE: City of San Diego General Plan Land Use and Community Planning Element 2008

TABLE 4.1-4
LAND USE AND COMMUNITY PLANNING ELEMENT POLICIES
RELATED TO ENVIRONMENTAL PROTECTION

Policy	Description
LU-I.12	Ensure environmental protection that does not unfairly burden or omit any one geographic or socioeconomic sector of the City.
LU-I.13	Eliminate disproportionate environmental burdens and pollution experienced by historically disadvantaged communities through adherence to the environmental justice policies in Section I and the following: a. Apply zoning designations that separate industrial and sensitive receptor uses as presented on LU Table 4. b. Preserve prime industrial land for the relocation of industrial uses out of residential areas (see also Economic Prosperity Element, Section A). c. Promote environmental education including principles and issues of environmental justice (see also Conservation Element, Section N). d. Use sustainable development practices (see also Conservation Element, Section A).
LU-I.14	As part of community plan updates or amendments that involve land use or intensity changes, evaluate public health risks associated with identified sources of hazardous substances and toxic air emissions (see also Conservation Element, Section F). Create adequate distance separation, based on documents such as those recommended by the California Air Resources Board and site specific analysis, between sensitive receptor land use designations and potential identified sources of hazardous substances such as freeways, industrial operations or areas such as warehouses, train depots, port facilities, etc.
LU-I.15	Plan for the equal distribution of potentially hazardous and/or undesirable, yet necessary, land uses, public facilities and services, and businesses to avoid over concentration in any one geographic area, community, or neighborhood.
LU-I.16	Ensure the provision of noise abatement and control policies that do not disenfranchise, or provide special treatment of, any particular group, location of concern, or economic status.

SOURCE: City of San Diego General Plan Land Use and Community Planning Element 2008

Urban Design Element

The Urban Design Element of the General Plan includes goals and policies specific to mixed-use villages and commercial areas. The element emphasizes the integration of compatible land uses. In addition, this element anticipates the creation of transit-focused, walkable village centers, the provision of high-quality public spaces and civic architecture, and the enhancement of the visual quality of office and industrial development.

Arts and Culture

Public art provides a means of expression in the environment, a way to create spaces that have a meaningful aesthetic, and an opportunity to educate about history, culture, nature, and current events. It takes many forms and shapes in the public realm of the proposed CPU area's streets and sidewalks, parks and plazas, and gateways. While the most familiar forms of public art throughout the proposed CPU area are painted murals, there are other examples including tile murals and sculptures. Public art can also be an integral part of public spaces such as plazas and transit stops, facades of existing buildings and utilities, as well as in new developments. In addition, these public places provide opportunities for other cultural activities, such as festivals and performances, to occur. The goals and policies associated with arts and culture, found within the Urban Design Element, aim to strengthen the community's identity as a cultural and arts center and encourage the development of the Logan Avenue Arts District.

Economic Prosperity Element

As stated in the Economic Prosperity Element,

> The policies in this element are intended to improve the economic prosperity by ensuring that the economy grows in ways that strengthen our industries, retail and create good jobs with self-sufficient wages, increase average income, and stimulate economic investment in our communities (City of San Diego 2008a).

Additional highlighted General Plan policies from this element are listed in Table 4.1-5. Availability and retention of industrial uses form an important part of the economic prosperity goals and strategies of the General Plan that is carried through to the community plans. Policies EP-A.12 through A.16 refer to the General Plan Figure EP-1 (Industrial and Prime Industrial Land Identification), which displays the prime industrial land throughout the City, including the existing proposed CPU area. The Economic Prosperity Element Figure EP-1 is included as Figure 4.1-2 of this PEIR. The areas identified as prime industrial lands support "export-oriented base sector activities such

Map Source: City of San Diego, 2011

No Scale

FIGURE 4.1-2

Prime Industrial Lands

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TABLE 4.1-5
ECONOMIC PROSPERITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS

Policy	Description
EP-A.1	Protect base sector uses that provide quality job opportunities including middle-income jobs; provide for secondary employment and supporting uses; and maintain areas where smaller emerging industrial uses can locate in a multi-tenant setting. When updating community plans or considering plan amendments, the industrial land use designations contained in the Land Use and Community Planning Element should be appropriately applied to protect viable sites for base sector and related employment uses.
EP-A.4	Include base sector uses appropriate to an office setting in Urban Village and Community Village Centers.
EP-A.5	Consider the redesignation of non-industrial properties to industrial use where land use conflicts can be minimized. Evaluate the extent to which the proposed designation and subsequent industrial development would: • Accommodate the expansion of existing industrial uses to facilitate their retention in the area in which they are located. • Not intrude into existing residential neighborhoods or disrupt existing commercial activities and other uses. • Mitigate any environmental impacts (traffic, noise, lighting, air pollution, and odor) to adjacent land. • Be adequately served by existing and planned infrastructure.
EP-A.6	Provide for the establishment or retention of non-base sector employment uses to serve base sector industries and community needs and encourage the development of small businesses. To the extent possible, consider locating these types of employment uses near housing. When updating community plans or considering plan amendments, land use designations contained in the Land Use and Community Planning Element should be appropriately applied to provide for non-base sector employment uses.
EP-A.7	Increase the allowable intensity of employment uses in Subregional Employment Areas and Urban Village Centers where transportation and transit infrastructure exist. The role of transit and other alternative modes of transportation on development project review are further specified in the Mobility Element, Policies ME-C.8 through ME-C.10.
EP-A.8	Concentrate more intense office development in Subregional Employment Areas and in Urban Villages with transit access.
EP-A.10	Locate compatible employment uses on infill industrial sites and establish incentives to support job growth in existing urban areas.
EP-A.11	Encourage the provision of workforce housing within employment areas not identified as Prime Industrial Land that is compatible with wage structures associated with existing and forecasted employment.

TABLE 4.1-5
ECONOMIC PROSPERITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS
(Continued)

Policy	Description
EP-A.12	Protect Prime Industrial Land as shown on the Industrial and Prime Industrial Land Map, Figure EP-1. As community plans are updated, the applicability of the Prime Industrial Land Map will be revisited and changes considered. a. Amend the boundaries of Figure EP-1 if community plan updates or community plan amendments lead to an addition of Prime Industrial Lands, or conversely, a conversion of Prime Industrial Land uses to other uses that would necessitate the removal of properties from the Prime Industrial Land identification. b. Amend the boundaries of Figure EP-1 if community plan updates or community plan amendments/rezones lead to a collocation (the geographic integration of residential uses and other non-industrial uses into industrial uses located on the same premises) of uses. c. Justification for a land use change must be supported by an evaluation of the prime industrial land criteria in Appendix C, EP-1, the collocation/conversion suitability factors in Appendix C, EP-2, and the potential contribution of the area to the local and regional economy.
EP-A.13	In areas identified as Prime Industrial Land as shown on Figure EP-1, do not permit discretionary use permits for public assembly or sensitive receptor land uses.
EP-A.14	In areas identified as Prime Industrial Land as shown on Figure EP-1, child care facilities for employees' children, as an ancillary use to industrial uses on a site, may be considered and allowed when they: are sited at a demonstrably adequate distance from the property line, so as not to limit the current or future operations of any adjacent industrially-designated property; can assure that health and safety requirements are met in compliance with required permits; and are not precluded by the applicable Airport Land Use Compatibility Plan.
EP-A.15	The identification of Prime Industrial Land on any property does not preclude the development or redevelopment of such property pursuant to the development regulations and permitted uses of the existing zone and community plan designation, nor does it limit the application of any of the Industrial Employment recommended community plan land use designations in Table LU-4, provided that residential use is not included.
EP-A.16	In industrial areas not identified as Prime Industrial Lands on Figure EP-1, the redesignation of industrial lands to non-industrial uses should evaluate the Area Characteristics factor in Appendix C, EP-2 to ensure that other viable industrial areas are protected.
EP-A.17	Analyze the collocation and conversion suitability factors listed in Appendix C, EP-2, when considering residential conversion or collocation in non-prime industrial land areas.
EP-A.18	Amend the Public Facilities Financing Plan concurrently to identify needed facilities if residential uses are proposed in industrially designated areas.

TABLE 4.1-5
ECONOMIC PROSPERITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS
(Continued)

Policy	Description
EP-A.20	Meet the following requirements in all industrial areas as a part of the discretionary review of projects involving residential, commercial, institutional, mixed-use, public assembly, or other sensitive receptor land uses: • Analyze the Collocation/Conversion Suitability Factors in Appendix C, EP-2. • Incorporate pedestrian design elements including pedestrian-oriented street and sidewalk connections to adjacent properties, activity centers, and transit. • Require payment of the conversion/collocation project's fair share of community facilities required to serve the project (at the time of occupancy).
EP-B.1	Increase the vitality of commercial areas, and provide goods and services easily accessible to residents and promote community identity. When updating community plans or considering plan amendments, apply the appropriate community plan commercial land use designations to implement the above policy.
EP-B.2	Encourage development of unique shopping districts that help strengthen community identity and contribute to overall neighborhood revitalization.
EP-B.3	Concentrate commercial development in Neighborhood, Community, and Urban Villages, and in Transit Corridors.
EP-B.4	Concentrate commercial service sector office development in the Subregional Employment Areas around transit stations, and in Neighborhood, Community, and Urban Villages.
EP-B.5	Identify commercial retail and service areas in community plans to serve markets beyond the community.
EP-B.6	Promote economically vital neighborhood commercial districts that foster small business enterprises and entrepreneurship.
EP-B.8	Retain the City's existing neighborhood commercial activities and develop new commercial activities within walking distance of residential areas, unless proven infeasible.
EP-B.12	Determine the appropriate mix and form of residential and commercial uses along Transit Corridors based on the unique character of the community, considering: the types and mix of uses that will complement adjacent neighborhoods, parcel size and depth, and the need to revitalize economically obsolete uses.

TABLE 4.1-5
ECONOMIC PROSPERITY ELEMENT POLICIES RELATED TO COMMUNITY PLANS
(Continued)

Policy	Description
EP-B.16	Evaluate the amount and type of commercial development that is desirable and supportable for a community during the community plan update process and in subsequent community plan amendments. Reduce excess commercially designated land by providing for appropriate reuse or alternative use. Consider re-designating commercial land characterized by commercial retail and service uses to residential or mixed-use where some or all of the following factors are present: • Where the lot size or configuration is inadequate, or other site characteristics result in an inability to develop or sustain a viable commercial use; • Where site driveways could adversely affect traffic flow; • Where community facilities are accessible for residents; • Where the existing use is underutilized and there is an adequate supply of community-serving commercial uses; • Where there is good transit, pedestrian and bicycle connectivity with employment areas; or • Where it would not impact the viability for base sector use of any adjacent land identified as prime industrial land on Figure EP-1.
EP-H.1	Coordinate with military base representatives to ensure that community plan updates and amendments, rezones, and projects for areas adjacent to military facilities, or underlying designated military training routes and airspace, do not affect military readiness. Projects and plan preparation should consider the impact of future land uses on public safety and military readiness activities carried out on military bases, installations, and operating and training areas, based upon the information that the military and other sources provide.
EP-J.9	Retain land uses to support waterfront commerce and industry that provide for U.S. Naval operations, ship repair, and the movement of waterborne goods.
EP-K.7	Utilize redevelopment to eliminate or minimize land use conflicts that pose a significant hazard to human health and safety.
EP-L.2	Prepare a Community and Economic Benefit Assessment (CEBA) process focusing on economic and fiscal impact information for significant community plan amendments involving land use or intensity revisions. A determination of whether a CEBA is required for community plan amendments will be made when the community plan amendment is initiated.

SOURCE: City of San Diego General Plan Economic Prosperity Element 2008

TABLE 4.1-6
COLLOCATION/CONVERSION SUITABILITY FACTORS

Factor	Description
Area Characteristics	The amount of office and commercial development in the area. The significance of encroachment of the non-industrial uses which has already occurred in the area. The area's attractiveness to manufacturing, research and development, wholesale distribution, and warehousing uses, based on a variety of factors including: physical site characteristics, parcel size, parcel configuration, surrounding development patterns, transportation access, and long-term market trends.
Transit Availability	The area is located within one-third mile of existing or planned public transit. The project proponent's ability to provide or subsidize transit services to the project, if public transit service is not planned or is inadequate.
Impact on Prime Industrial Lands	The location of the proposed project adjacent to prime industrial lands and the impact of the proposed project utilization of the prime industrial lands for industrial purposes.
Significance of Residential/Employment Component	The significance of the proposed residential density to justify a change in land use. If residential is proposed on the same site, the amount of employment space on the site is to be retained.
Residential Support Facilities	The presence of public and commercial facilities generally associated with residential neighborhoods in close proximity to the area, such as recreational facilities, grocery stores, and schools.
Airport Land Use Compatibility	The location of the site in the airport influence area where incompatibilities may result due to adopted Airport Land Use Compatibility Plan policies, Air Installation Compatibility Use Zone Study recommendations, and restrictive use easements.
Public Health	The location of the site in an employment area where significant incompatibilities may result regarding truck traffic, odors, noise, safety, and other external environmental effects.
Public Facilities	The availability of facilities to serve the residential units. Provide public facilities on-site wherever feasible.
Separation of Uses	The adequacy of the separation between industrial and residential properties with regard to hazardous or toxic air contaminants or hazardous or toxic substances. Determine if there are any sources of toxic or hazardous air contaminants, or toxic or hazardous substances, within a quarter mile of the property between proposed residential or other sensitive receptor land uses and proposed properties where such contaminants or substances are located. If so, an adequate distance separation shall be determined on a case-by-case basis based on an approved study submitted by the applicant to the City and appropriate regulatory agencies. If no study is completed, provide a 1000-ft. minimum distance separation between property lines. Uses which are not sensitive receptor land uses, such as most commercial and business offices, retail uses, parking, open space, and public rights-of way can locate between the properties within the separation area.

SOURCE: City of San Diego General Plan Appendix C 2008

as warehouse distribution, heavy or light manufacturing, research and development uses…that provide a significant benefit to the regional economy" (City of San Diego 2008a).

As shown on Figure 4.1-2, prime industrial lands are designated primarily in the southern and western portions of the proposed CPU area within the Port District's jurisdiction. Additional industrial land—although not prime—is located near Main Street and 28th Street. Appendix C of the General Plan contains a list of factors to consider when a change from industrial to another land use is proposed. Important factors when considering the suitability of a site for industrial use include whether or not the Community Plan designates the land for industrial uses, the presence of physical characteristics that would facilitate modern industrial development, and the balance of sensitive receptor land uses. The table of Collocation/Conversion Suitability Factors from Appendix C of the General Plan is replicated as Table 4.1-6 of this PEIR.

Specific policies for Regional and Subregional Employment Centers within the City are also identified in the Land Use and Community Planning Element of the General Plan. While the proposed CPU area contains employment centers, they are located within the area under the jurisdiction of the Port District and Naval Station San Diego, and therefore not specifically addressed as part of the proposed CPU.

Noise Element

The focus of the Noise Element is to minimize excessive noise affects and improve the quality of life of people working and living in the City. The Noise Element identifies goals and related policies with regard to noise and land use compatibility, motor vehicle traffic noise, and trolley and train noise that are relevant to the proposed CPU.

The Noise Element includes goals and policies that specifically address noise impacts to sensitive land uses. Specific goals and policies included in the Noise Element and applicable to the proposed CPU include the following:

Goal: Consider existing and future noise levels when making land use planning decisions to minimize people's exposure to excessive noise.

Policies	Description
Policy NE-A.1	Separate excessive noise-generating uses from residential and other noise-sensitive land uses with a sufficient spatial buffer of less sensitive uses.
Policy NE-A.2	Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (shown in Section 4.4, Table 4.4-5 of this PEIR) to minimize the effects on noise-sensitive land uses.
Policy NE-A.3	Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.
Policy NE-A.4	Require an acoustical study consistent with Acoustical Study Guidelines (General Plan Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use-Noise Compatibility Guidelines (see PEIR Section 4.4, Table 4.4-5)
Policy NE-A.5	Prepare noise studies to address existing and future noise levels from noise sources that are specific to a community when updating community plans.

Goal: Minimize excessive motor vehicle traffic noise on residential and other noise-sensitive land uses.

Policies	Description
NE-B.1	Encourage noise-compatible land uses and site planning adjoining existing and future highways and freeways.
NE-B.2	Consider traffic calming design, traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise.
NE-B.3	Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.
NE-B.4	Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.
NE-B.5	Desigante local truck routes to reduce truck traffic in noise-sensitive land uses areas.
NE-B.6	Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms, and noise barriers to mitigate state freeway and highway traffic noise.
NE-B.7	Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.

Goal: Minimize excessive fixed rail-related noise on residential and other noise-sensitive land uses.

Policies	Description
NE-C.1	Use site planning to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise.
NE-C.2	Work with the San Diego Association of Governments (SANDAG), Caltrans, Metropolitan Transit System (MTS), California High-Speed Rail Authority, and passenger and freight rail operators to install noise attenuation features to minimize impacts to adjacent residential or other noise sensitive uses. Such features include rail and wheel maintenance, grade separation along existing and future rail corridors, and other means.
NE-C.3	Establish train horn "quiet zones" consistent with the federal regulations, where applicable
NE-C.4	Work with SANDAG, Caltrans, MTS, and passenger and freight rail operators to install grade separation at existing roadway-rail grade crossings as a noise and safety measure.

SOURCE: City of San Diego General Noise Element 2008

Collocation/Buffer Strategy

The General Plan provides for collocation of residential and industrial uses as a means for locating workforce housing opportunities near job centers, provided that land use conflicts are minimized or avoided. General Plan Land Use Policy LU-I.14 focuses on separating sensitive receptors from industrial uses. The General Plan Economic Prosperity Element includes policies EP-A.1 through EP-A.20, which address the means by which the City will minimize land use conflicts and preserve the most important types of industrial land, or prime industrial land, from conflict with residential, public assembly, and other sensitive receptor land uses. As stated above, Table 4.1-6 of this PEIR presents the criteria for determining whether a use is suitable for collocation/conversion.

b. Barrio Logan/Harbor 101 Community Plan

The proposed CPU area is one of more than 50 community planning areas within the city. Community plans outline the goals, objectives, and policies for future land use development for a given area. Community plans provide guidance for public and private development projects. However, community plans do not contain regulatory requirements. Regulatory requirements are contained in the LDC, as explained in Section 4.1.1.2.d, below.

Each community plan must be in harmony with the General Plan. Community plans are tailored to address the needs of each community with specific recommendations and goals designed to reflect the unique issues and concerns pertinent to the individual community. Community plans complement General Plan policies by designating appropriate areas for village development and specific land uses and selecting sites for public facilities, among other functions.

The existing Barrio Logan/Harbor 101 Community Plan (1978) is located in the area generally bounded by Commercial Street to the north, I-5 to the east, National City to the south, and San Diego Bay to the west. These boundaries also include the Port District and Naval Station San Diego lands, which are not under the planning jurisdiction of the City. Similar to many other community plans for the City, the Barrio Logan/Harbor 101 Community Plan has not received a comprehensive update for nearly 20 years. Originally prepared in 1978, the existing plan underwent periodic updates and amendments. The most recent amendment occurred in 1991 as part of the adoption of the Barrio Logan Redevelopment Plan (Resolution R-277878).

The existing Community Plan acknowledges the incompatible land uses and the effects of siting industrial and residential land uses in close proximity to one another. Therefore, the first goal of the plan is to achieve "residential/industrial coexistence and rehabilitation." The plan intends to accomplish this through preserving, enhancing, and expanding residential through infill development and adding and rehabilitating, neighborhood-serving commercial and public facilities while also organizing and relocating industrial "into identifiable units" (City of San Diego 1991a). Despite this vision, implementation under the current plan and applicable zoning has continued to allow incompatible development. The seven elements of the currently adopted plan are:

1. Socioeconomic Element
2. Land Use Element
3. Environmental Element
4. Safety Element
5. Transportation Element
6. Coastal Zone Element
7. Special Areas Element

Because the proposed CPU area is within the Coastal Overlay Zone, it is also subject to the Coastal Act, which is implemented by the LCP. Approval of the proposed CPU would include an amendment to the LCP and the General Plan to replace the existing Barrio Logan/Harbor 101 Community Plan with the proposed CPU, replacement of the BLPDO

with existing, modified, and new citywide zones, and adoption and implementation of a PFFP. A summary of the LCP is provided in Section 4.1.1.2.f, Coastal Act, below.

c. Barrio Logan Redevelopment Plan

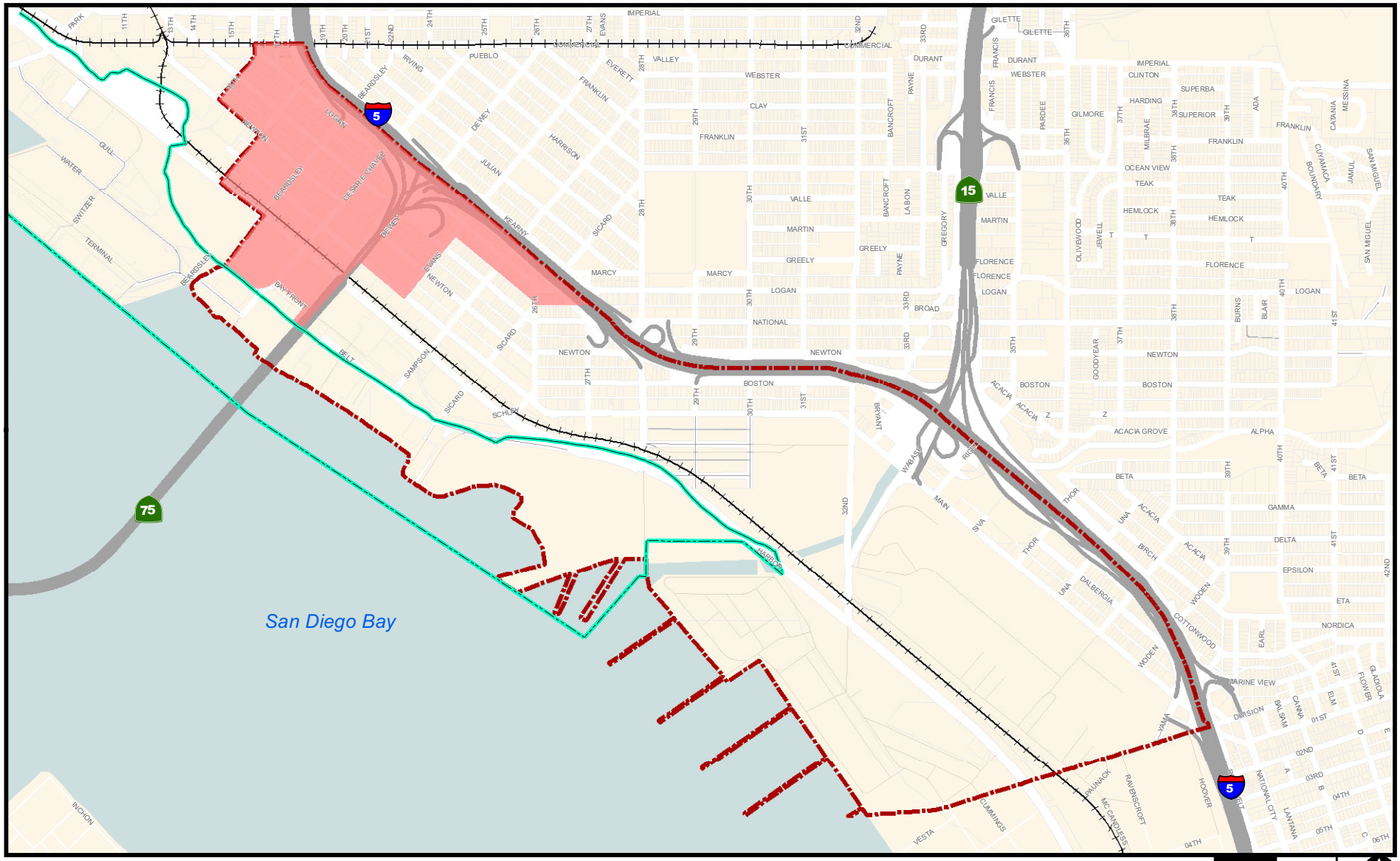
Since 1991, approximately 133 acres in the northern portion of the proposed CPU area have been designated as a redevelopment project area for the City. The redevelopment project area (Figure 4.1-3) was approved for a 40-year period (1991–2031) along with the Barrio Logan Redevelopment Plan.

The Redevelopment Agency of the City (Agency) was dissolved as of February 1, 2012, per Assembly Bill 1X 26 (AB 26). The City, serving as the successor agency per Resolution No. R-307238 (January 12, 2012), has assumed the former Agency's assets, rights, and obligations under the California Community Redevelopment Law, subject to some limitations, and is winding down the former Agency's affairs and taking other actions in accordance with the dissolution provisions in Part 1.85 of AB 26.

While AB 26 resulted in the dissolution of redevelopment agencies, redevelopment project areas and redevelopment plans were not explicitly removed. Further, AB 26 states that existing redevelopment plans cannot be created or amended. However, although the State prohibits making amendments to redevelopment plans, consistency with an adopted redevelopment plan is not a required finding for the proposed CPU land use plan. No further discussion is required.

Mercado District

The Mercado District is a land use category in the BLPDO, which was approved in 1991. Within the Mercado District, the Mercado del Barrio, approved in June 2010, is a cornerstone project currently under development. The project, totaling approximately 6.8 acres, is bounded by César E. Chávez Parkway to the north, the San Diego-Coronado Bridge overpass and Chicano Park to the south, National Avenue to the east, and Main Street to the West. The project has been designed to meet or exceed the U.S. Green Building Council’s requirements for Leadership in Energy and Environmental Design (LEED) certification development and includes 92 multi-family affordable housing units, space for community facilities, and neighborhood-serving retail anchored by a supermarket. Public amenities include art elements, pedestrian walkways, landscaping, and plazas to highlight the culture of the proposed CPU area and connections to Chicano Park. Another component of the Mercado District is the 144-unit affordable housing component known as the Mercado Apartments, which was constructed in the 1990s.



Barrio Logan Community Plan Area

Redevelopment Project Area

San Diego Unified Port District Limits

Light Rail

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FIGURE 4.1-3

Location of Redevelopment Project Area

d. Land Development Code Regulations

Chapters 11–15 of the SDMC are referred to as the LDC, as they contain the City's planning, zoning, subdivision, and building regulations that regulate how land is to be developed within the city. The LDC contains citywide base zones that specify permitted land use, density, floor-area ratio (FAR), and other development requirements for given zoning classifications, as well as overlay zones and supplemental regulations that provide additional development requirements.

Development of the proposed CPU area is subject to the development regulations of the LDC, the BLPDO, as well as several overlay zones: the Coastal Overlay Zone, the Residential Tandem Parking Overlay Zone, the Parking Impact Overlay Zone, and the Transit Area Overlay Zone. The BLPDO and Coastal Overlay Zone are discussed in more detail below. The location and requirements for the parking and transit zones are discussed in more detail in Section 4.2 of this PEIR.

Barrio Logan Planned District Ordinance

Chapter 15, Article 2 of the LDC contains the BLPDO. The BLPDO is intended to minimize land use conflicts within identified subdistricts and implement the existing Community Plan and Redevelopment Plan. Because residential uses are spread throughout the Plan area, each subdistrict is further divided into specific zoning classifications that regulate use and provide certain protections and permitted uses directly adjacent to residential. In many cases, existing uses were considered in the planning of each district. The BLPDO also includes additional requirements for each subdistrict related to landscaping, parking, equipment screening, outdoor displays, and signage. Figure 4.1-4 shows the current zoning categories under the BLPDO. Allowable uses and design standards are summarized below.

- Subdistrict A (BLPDO-SUBD-A) is primarily designated for existing or established residential and is intended to accommodate low-rise multi-family units. Located in the central area of the proposed CPU area along National Avenue, Single- and Multi-Family Residential up to 29 du/ac and uses contained in the IL-3-1 that existed prior to 1983 are permitted.

- Subdistrict B (BLPDO-SUBD-B) is split between the central and southern portions of the plan area, primarily along Main Street. This subdistrict contains parcels which are small or narrow due to historic development patterns or previous uses. This area currently has a mix of both residential and industrial. It is intended to accommodate areas of the community that provide goods and services for residential, commercial, and industrial areas. Single- and Multi-Family Residential up to 29 du/ac and uses within the IH-2-1 zone, except for chrome plating, are permitted.

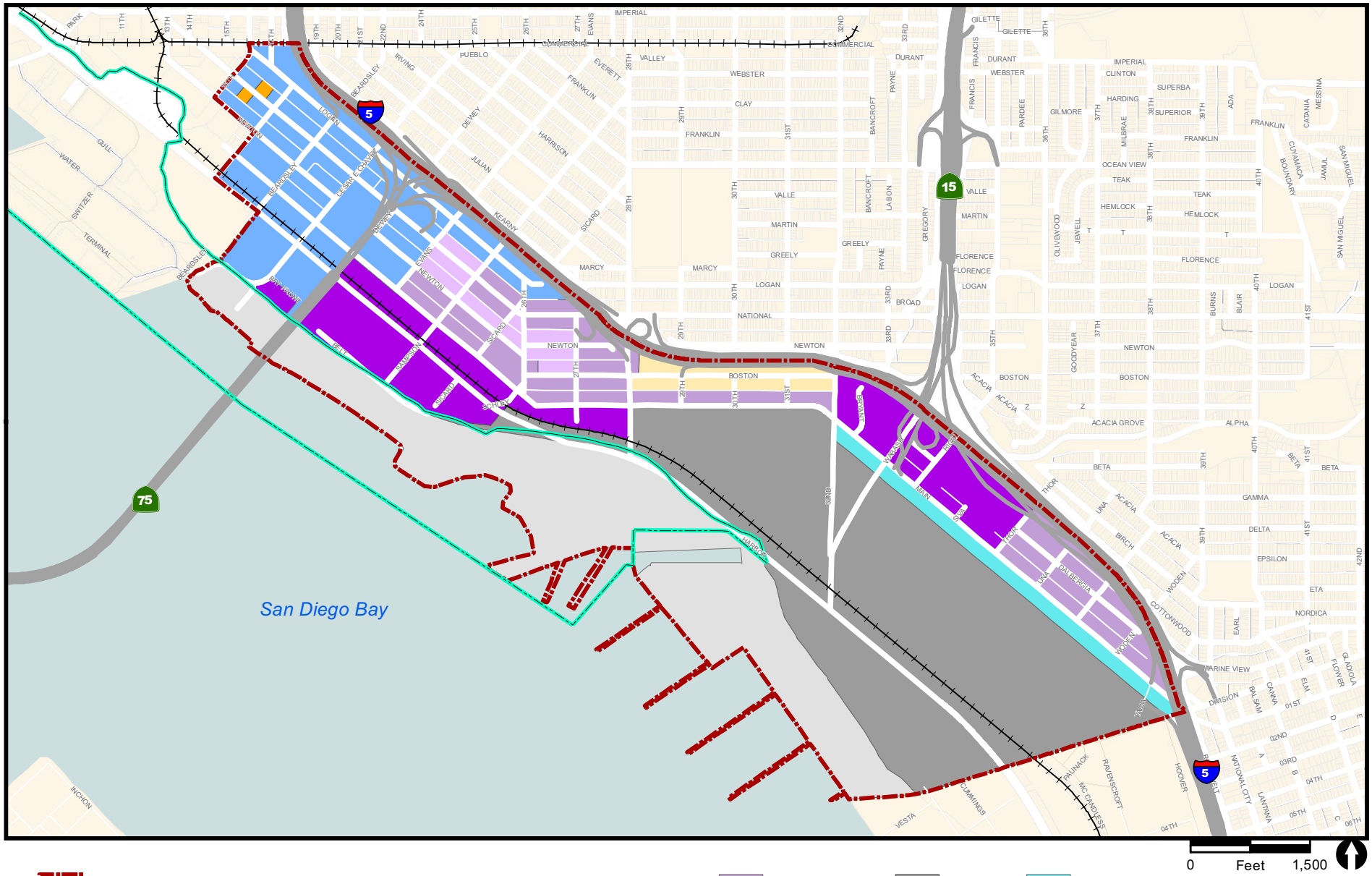

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FIGURE 4.1-4

Existing Zoning

- Subdistrict C (BLPDO-SUBD-C) is a small, four-block area south of Boston Avenue composed of primarily Multi-Family residential. The permitted uses in this area are intended to preserve the low-scale character of the street; however, higher density, up to 29 du/ac, would be allowed.

- Subdistrict D (BLPDO-SUBD-D) overlaps with heavy industrial uses along Harbor Drive and includes a portion of the Port District. This area includes parking lots, marine-related and heavy commercial uses associated with waterfront industries, and recycling industries. Manufacturing, office, and industrial are permitted with consideration of nearby residential and visual quality. This subdistrict also allows for uses permitted in the IH-2-1 zone.

- The Redevelopment Subdistrict (BLPDO-REDEVLP-SUBD) overlaps with the Redevelopment Plan area in the northern portion of the plan area. Development should be consistent with the Redevelopment Plan, which calls for compact land use patterns, a pedestrian-oriented environment, and compatible mixed-use. This subdistrict allows for up to 43 du/ac, plus an optional 25 percent bonus density for very low, low and moderate income dwelling units in compliance with LDC Chapter 14, Article 3, Division 7 (Affordable Housing Density Bonus Regulations), up to a maximum density of 53 dwelling units per gross acre and a 25 percent density bonus for affordable housing.

General Development Regulations

Chapter 14 of the LDC includes the general development regulations, supplemental development regulations, building regulations, and electrical/plumbing/mechanical regulations that govern all aspects of project development. The grading, landscaping, parking, signage, fencing, and storage requirements are all contained within the Chapter 14, General Regulations. Also included within the general regulations of Chapter 14 are the Environmentally Sensitive Land (ESL) Regulations, discussed below. All other applicable land development regulations are discussed throughout this PEIR, particularly in Chapters 3 and 4.

Environmentally Sensitive Lands Regulations

According to Section 143.0110 of the LDC, ESL Regulations apply to areas with any of the following: sensitive biological resources, steep hillsides, coastal beaches (including V zones), sensitive coastal bluffs, and special Flood Hazard Areas (except V zones). Development on a site containing environmentally sensitive lands requires a Site Development Permit in accordance with Section 125.0502 of the LDC.

Future development on environmentally sensitive lands within the proposed CPU area would be subject to the ESL Regulations because the planning area contains lands mapped as occurring within the 100-year floodplain of Las Chollas Creek. The location of the flood hazards areas is discussed in Section 4.8.1.5, Flood Hazards. Aside from the flood hazard area (100-year floodplain) in an approximately three-block area south of Las Chollas Creek and west of I-5 in the southern portion of the proposed CPU area, no other environmentally sensitive lands (e.g., sensitive biological resources, steep hillsides) occur in the proposed CPU area.

Historical Resources Regulations

The purpose of the City's Historical Resources Regulations, found in Section 143.0251 of the LDC, is to protect, preserve, and, where damaged, restore the historical resources of San Diego, which include historical buildings, historical structures or objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to assure that development occurs in a manner that protects the overall quality of historical resources. The Historic Resources Regulations require that development affecting designated historical resources or historical districts shall provide full mitigation for the impact to the resource, in accordance with the Historical Resources Guidelines of the Land Development Manual (LDM), as a condition of approval. If development cannot, to the maximum extent feasible, comply with the development regulations for historical resources, then a Site Development Permit in accordance with Process Four is required.

A more detailed description of the regulatory setting related to historical resources is provided in Section 4.5, Cultural/Historical Resources.

Coastal Overlay Zone

As shown in Figure 4.1-5, the proposed CPU area is entirely within the Coastal Overlay Zone. The Coastal Overlay Zone (described within Chapter 13, Article 2, Division 4 of the LDC) addresses the protection of public access and coastal resources consistent with the Coastal Act, which is further discussed below. As part of the regulations for this overlay zone, public views designated within land use plans are to be maintained and enhanced.

Development within the Coastal Overlay Zone is subject to the regulations of the LDC, as certified by the CCC, and requires a CDP unless exempted by Section 126.070 of the LDC. The existing Community Plan states that views of the San Diego Bay are a major visual element and designates viewpoints and view corridors, which is described in Section 4.6 of this PEIR. The plan also indicates that visual barriers to these bay views from large industrial facilities occur continuously along the entire length of Harbor Drive; thereby preventing visual access to San Diego Bay (City of San Diego 1991a). The only current public access to the bay is from Cesar E. Chavez Parkway.

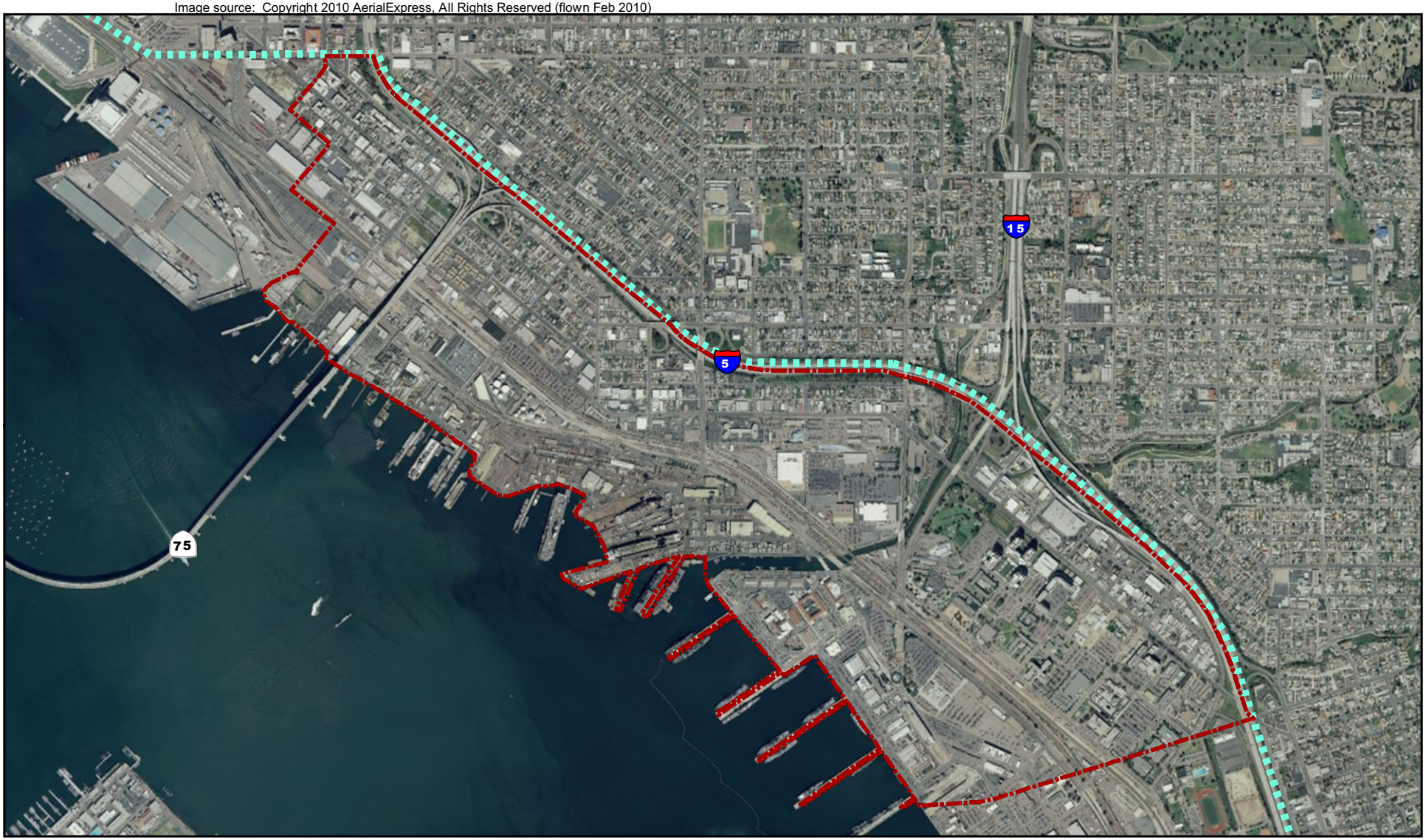

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FIGURE 4.1-5
Coastal Zone Boundaries

Residential Tandem Parking Overlay Zone

A portion of the proposed CPU area near 28th Street and Harbor Drive is within the Residential Tandem Parking Overlay Zone. The Residential Tandem Parking Overlay Zone identifies areas where tandem parking may be counted as two parking spaces for the purpose of providing off-street parking.

Parking Impact Overlay Zone

The entire proposed CPU area is currently within the Beach Impact Area of the Parking Impact Overlay Zone. The Parking Impact Overlay Zone applies to designated areas of high parking demand.

Transit Area Overlay Zone

Areas in close proximity to transit stops have reduced parking demand and are allowed reduced off-street parking requirements as compared to standard requirements. The northern portion of the proposed CPU and a small area in the central portion of the proposed CPU are within the Transit Overlay Zone.

e. Multiple Species Conservation Program Subarea Plan

The MSCP is a comprehensive program to preserve a network of habitat and open space in the region. In accordance with the MSCP, the City adopted a Subarea Plan in March 1997, to implement the MSCP and habitat preserve system within the City limits. One of the primary objectives of the MSCP is to identify and maintain a preserve system that allows for animals and plants to exist at both the local and regional levels. Large blocks of native habitat having the ability to support a diversity of plant and animal life are known as “core biological resource areas.” Linkages between these core areas provide for wildlife movement. To this end, the MSCP has identified a Multiple Habitat Planning Area (MHPA) in which the permanent MSCP preserve will be assembled and managed. Within the MHPA, limited development may occur; however, the closest MHPA lands are more than a mile north of the proposed CPU planning area, in Balboa Park.

f. Coastal Act

Chapter 3 of the Coastal Act, also known as Public Resources Code (PRC) Sections 30200-30265.5, governs coastal resources planning and management and protects public access and recreation within the Coastal Overlay Zone. As previously discussed, the Coastal Act requires projects within the Coastal Overlay Zone to be consistent with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial development.

The entire proposed CPU area is located within the Coastal Overlay Zone, and a LCP was certified by the CCC, most recently in 1983. The LCP is consistent with the Coastal Act in that coastal resources planning and management, public access, and recreation are addressed.

The LCP encourages public access to the shore and coastal waters, the enhancement of Las Chollas Creek as open space, and increased recreational opportunities. However, much of this land near the bay and creek is under the jurisdiction of the Port District or Navy. Currently, the public's physical access to the shoreline for San Diego Bay is limited and the lack of adequate public access is due in part to the maritime and industrial land uses that occur along the shoreline. However, access to the waterfront and a public pier into the San Diego Bay is maintained at the end of Cesar E. Chavez Parkway.

Because the CCC has certified the LCP, the City has the authority to issue CDPs for projects within its jurisdiction that are consistent with the LCP. The LDC is the certified implementing ordinance for the development within the Coastal Overlay Zone. Development is currently reviewed against the regulations of the BLPDO, the LDC, and the certified LCP.

g. SANDAG's Regional Comprehensive Plan

The Regional Comprehensive Plan (RCP) (SANDAG 2004) is the long-range planning document developed to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The RCP establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The RCP encourages the regions and the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. The focus is on implementation of basic smart growth principles designed to strengthen the integration of land use and transportation.

General urban form goals, policies, and objectives are summarized as follows:

- Mix compatible uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.

- Preserve open space, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost-effective.
- Encourage community and stakeholder collaboration in development decisions.

h. Port District Regulations and Policies

The Port District manages tidelands and submerged lands within the mean high tide line in trust for the people of the state of California. Land use decisions within the Port District are not subject to regulation by the City; however, compatibility between land use plans and general marine or waterfront activities and the neighborhood are a consideration in land use decisions.

Port District Master Plan

The 1980 Port of San Diego Master Plan (Port District Master Plan), amended 2007, contains policies to guide the physical development of lands within the jurisdiction of the Port District. Section II of the Port District Master Plan provides the goals of the Master Plan. The most relevant goals for the proposed CPU include Goals I, II, III, VI, VII, and IX, as follows:

I. Provide for the present use and enjoyment of the Bay and tidelands in such a way as to maintain options and opportunities for future use and enjoyment.

II. The Port District, as trustee for the people of the state of California, will administer the tidelands so as to provide the greatest economic, social, and aesthetic benefits to present and future generations.

- Consider the entire San Diego Bay as a complete system when promoting the multi-purpose development of the Port District.

III. The Port District will insure physical access to the Bay except as necessary to provide for safety and security, or to avoid interference with waterfront activities.

- Provide “windows to the water” at frequent and convenient locations around the entire periphery of the Bay with public right of way, automobile parking, and other appropriate facilities.
- Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

VI. The Port District will integrate the tidelands into a functional regional transportation network.

- Encouraging development of improved major rail, water and air systems linking the San Diego region with the rest of the nation.
- Improved automobile linkages, parking programs and facilities, so as to minimize the use of waterfront for parking purposes.
- Providing pedestrian linkages.
- Encouraging development of non-automobile linkage systems to bridge the gap between pedestrian and major mass systems.

VII. The Port District will remain sensitive to the needs, and cooperate with adjacent communities and other appropriate Governmental agencies in bay and tideland development.

- The Port District will at all times attempt to relate tidelands to the uplands.
- The Port District will cooperate, when appropriate, with other local governmental agencies in comprehensive studies of existing financing methods and sources which relate to the physical development of the tidelands and adjacent uplands.
- The Port District will attempt to avoid disproportionate impact on adjacent jurisdictions both in benefits and any possible liabilities, which might accrue through bay and tideland activities.

IX. The Port District will insure physical access to the bay except as necessary to provide for the safety and security, or to avoid interference with waterfront activities.

- Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right-of-way, automobile parking and other appropriate facilities.
- Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

As indicated in the Master Plan, the tidelands under the Port District's jurisdiction are divided into separate planning districts. The Master Plan includes Precise Plans that guide development in each planning district. The proposed CPU area is adjacent to the Port District's 10th Avenue Marine Terminal (also known as Planning District 4). As shown on Figure 4.1-6, this includes an approximately 250-acre area west of Harbor Drive within the proposed CPU. Land use designations within Planning District 4 are

Map Source: Port Master Plan, 2007

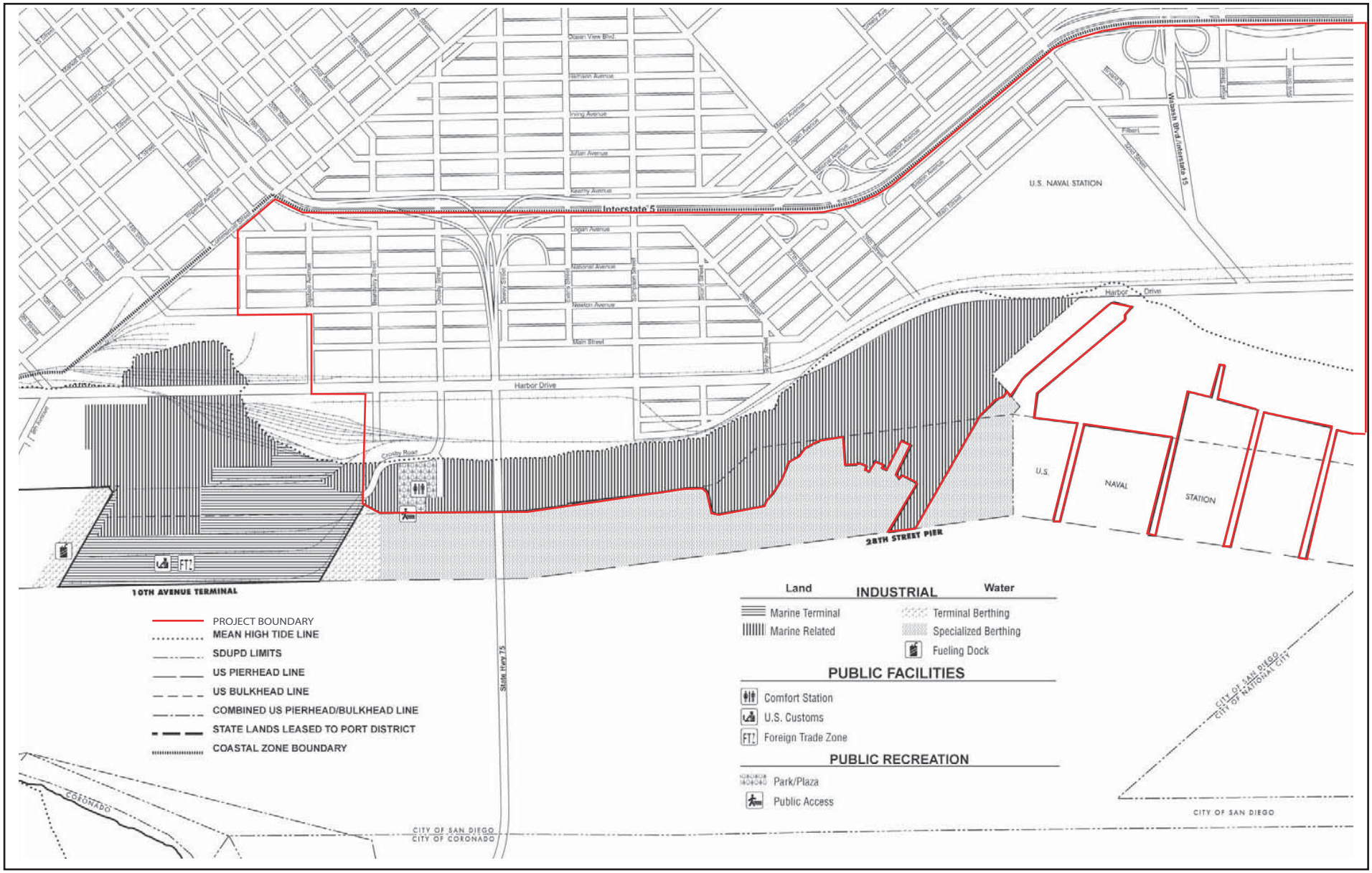

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FIGURE 4.1-6

Port of San Diego Tenth Avenue Marine Terminal Precise Plan

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limited to industrial, public facilities, and public recreation. The planning districts are further divided into subareas. Subareas within Planning District 4 include Marine Terminal and Crosby Street Corridor in the northern portion, Belt Street Industrial in the central portion, and Harbor Drive Industrial in the southern portion.

The Precise Plan for District 4 envisions the continuation of marine-oriented industrial activities in all these locations. The Marine Terminal and Crosby Street Corridor include areas of San Diego Bay that have deep water to accommodate commercial and military vessels; the Belt Street area has established heavy industrial businesses; and Harbor Drive hosts NASSCO, a major maritime employer.

Port District Transition Zone Policy

The Port District Master Plan for the 10th Avenue Marine Terminal Planning District 4 clearly states: "Policies of the nearby Barrio Logan Community Plan…threaten the port related tideland uses with encroachment of residential, public park and commercial uses in an area almost totally industrial" (Port of San Diego 2007). In 2008, the Port District circulated and adopted a Transition Zone Policy (PBC Policy ~~275~~725, June 27, 2008) to address the incompatible uses. A number of key principles are outlined in the policy and include ensuring that the transition zone provides a mandated separation between industrial and residential land uses, as well as safeguarding the environmental health of the regional neighborhoods and residents, and protecting and enhancing the existing and prospective operations of the business governed by City plans, community plans, and the Port District Master Plan. These uses include visitor serving commercial, retail, industrial, working waterfront, and maritime-related job-producing industries. The policy states that transition zone should only permit uses that do not pose a health risk to neighboring sensitive receptor land uses. According to the policy, transition zone development in San Diego should be limited to the following uses: parking, office buildings, and greenbelt areas; however, consistent with the aforementioned principles, transition zones should make the highest and best use of the land.

i. Naval Station San Diego

Naval Station San Diego is within the proposed CPU area, occupying 739.3 acres of land east and west of the southern portion of the proposed CPU and Harbor Drive and west of I-5 and SR-15. In addition to land resources, marine resources up to 300 yards seaward (beyond the mean lower low water line) provide an additional 326 water acres, extending to the U.S. Navy pier head line in San Diego Bay. Naval Station San Diego is a major port for Navy ships assigned to the Pacific Fleet and is the major West Coast logistics base for surface forces of the Navy, dependent activities, and other commands. Naval Station San Diego has 14 piers and over 50 berths for destroyers, cruisers, and support ships. It is the home port for approximately 60 Navy ships, home base to 50 separate commands, each with specific and specialized fleet support purposes, and is the workplace for approximately 48,000 military and civilian personnel. An estimated

3,000 men and women are housed in base bachelor quarters (Navy 2002) within this area. Future development plans for Naval Station San Diego are reviewed and approved by the Navy.

j. Naval Air Station North Island (NAS North Island)

Military aircraft operations from NAS North Island (Coronado) use the airspace over San Diego Bay to the west of the proposed CPU area. One of the goals in the Land Use and Community Planning Element of the General Plan is to protect the health, safety, and welfare of persons within an airport influence area by minimizing the public's exposure to high levels of noise and risk of aircraft accidents. ~~ALUCPs are tools for use by the Airport Land Use Commission (ALUC) in conducting reviews of proposed land uses in areas surrounding airports. The purpose of an ALUCP is to provide for the orderly growth of airports and the areas surrounding the airports, and to safeguard the general welfare of inhabitants within the vicinity of an airport.~~

The airport influence area defines the boundaries for the airport land use compatibility plan (ALUCP) and is composed of noise contours, safety zones, airspace protection surfaces, and overflight areas for military and public use airports. ALUCPs are adopted by the San Diego County Regional Airport Authority's Airport Land Use Commission (ALUC) to establish land use compatibility requirements to protect the airport from incompatible land uses and provide the City with development criteria that will allow for the orderly growth of the area surrounding the airport. The principle compatibility concerns, as defined in the ALUCP, are related to four specific factors, including noise, safety, airspace protection, and overflight. The ALUC had not yet adopted an ALUCP for NAS North Island.

The Department of Defense requires that military airports prepare Air Installation Compatible Use Zone (AICUZ) Studies. In 1984, the Navy conducted a NAS North Island ~~Air Installations Compatible Use Zones (~~AICUZ~~)~~ study. The AICUZ study establishes land use strategies and noise and safety recommendations for military and local governments to prevent the encroachment of incompatible land use from degrading the operational capability of military air installations. ~~The Navy is currently in the process of updating the AICUZ, which was expected to be completed in 2009. However, according to the Airport Authority, the AICUZ is not yet available.~~

In 2011, the Navy released an updated AICUZ Study. ~~Once the AICUZ update is complete, the Airport Authority~~ The ALUC expects~~will~~ to begin the process to develop an ALUCP for NAS North Island that reflects the projected use of the airport and establish compatibility requirements ~~for the surrounding~~ within the airport influence area consistent with the 2011 AICUZ Study. The proposed CPU area is outside the aircraft noise contours and accident potential zones identified in the AICUZ Study. Based on proximity to the airport use areas, the proposed CPU is subject to noticing requirements pursuant to ~~FAA~~ Federal Code of Regulations Title 14, Part 77~~.1~~. New or modified

structures that meet the Part 77 notification requirements within the ~~The~~ proposed CPU ~~is thus~~ are required to be reviewed against obstruction criteria by the FAA and issued an appropriate determination.

k. Airport Authority Airport Land Use Compatibility Plan (ALUCP)

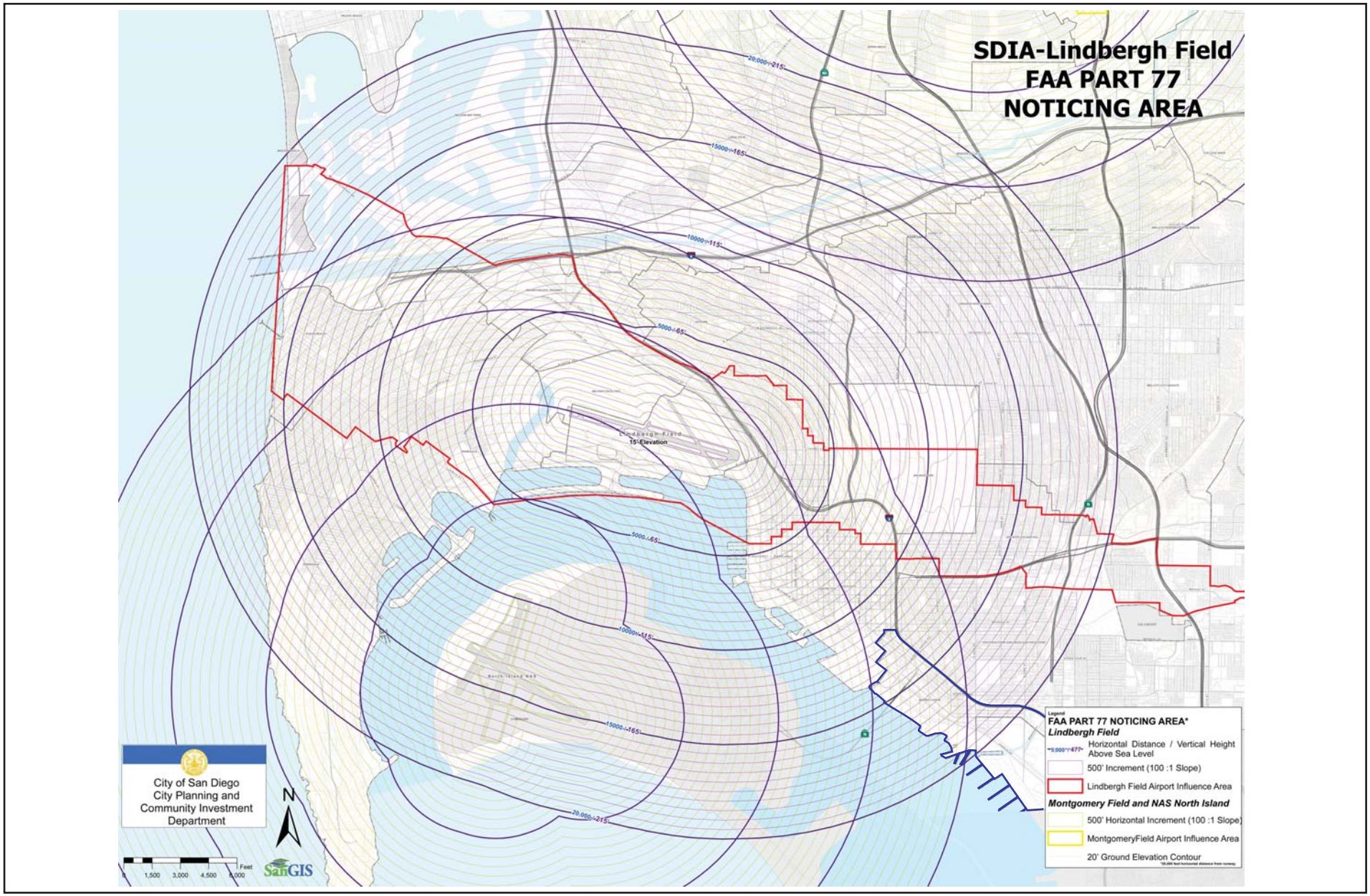
As discussed in Chapter 2, Environmental Setting, the airport nearest the planning area is SDIA, which is located approximately five miles to the north. The adopted ALUCP for SDIA contains policies that limit residential uses in areas experiencing noise above 60 dB CNEL by placing conditions on residential uses within the 60 decibels (dB) community noise equivalent level (CNEL) contour. Residential uses in such areas may require sound attenuation to reduce interior noise levels to 45 dB. The proposed CPU area does not lie within the airport influence area or 60 dB CNEL contour of any airport. The proposed CPU does not lie within the SDIA influence area, and therefore, it is not subject to ALUCP policies. However, the proposed CPU and future projects within the project area are subject to the FAA Noticing Area for SDIA and NAS North Island, as noted above (Figure 4.1-7).

l. Chollas Creek Enhancement Program

Las Chollas Creek stretches from La Mesa to the San Diego Bay. The creek drains a 16,273-acre watershed, and is the principal tributary to the San Diego Bay. Much of the creek has poor water quality due to runoff from nearby urban uses and other pollution that drains into the creek. Urban development in the Las Chollas Creek watershed has resulted in channelization of segments of the creek and floodplain encroachment. When portions of the creek were channelized to control flows, including the segment in the proposed CPU area, there was a loss of native vegetation and associated wetland habitats.

The City is currently implementing a phased restoration program to replace segments of the concrete channel with natural vegetation. The Chollas Creek Enhancement Program involves an extensive outreach and education campaign, as well as habitat restoration and water quality monitoring components, aimed at reducing water pollution and improving riparian habitats within the Las Chollas Creek watershed. Landscaping buffers are identified as a measure to enhance and revegetate areas of Las Chollas Creek within the Barrio Logan community in order to create a park-like environment. The Enhancement Program identifies the use of landscaping buffers as a mechanism to support the revitalization of the community.

Map Source: City of San Diego, February 2010



Barrio Logan Community Plan Area boundary

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FIGURE 4.1-7

Location of Noticing Area

4.1.2 Significance Determination Thresholds

The determination of significance regarding any inconsistency with development regulations or plan policies is evaluated in terms of the potential for the inconsistency to result in environmental impacts considered significant under CEQA. Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant land use impact would occur if implementation of the proposed CPU would:

1. Conflict with any adopted environmental plans, including applicable habitat conservation plans;

2. Conflict with the environmental goals of adopted community plans, land use designations or any other applicable land use plans, policies or regulations of state or federal agencies with jurisdiction over the City;

3. Result in land uses that are not compatible with any applicable Airport Land Use Compatibility Plans;

4. Physically divide an established community; or

5. Create substantial incompatibilities between adjacent land uses.

4.1.3 Issues 1 and 2: Consistency with Adopted Environmental or Land Use Plans, Policies and Regulations

Would the proposed CPU conflict with any adopted environmental plans, including applicable habitat conservation plans or with the environmental goals of adopted community plans, land use designations or any other applicable land use plans, policies or regulations of state or federal agencies with jurisdiction over the City?

4.1.3.1 Impacts

a. City of San Diego General Plan

The proposed CPU is intended to further express General Plan policies in the proposed CPU area through the provision of site-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. The two documents work together to establish the framework for growth and development in the proposed CPU area. The proposed CPU contains 10 elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations are consistent with development design guidelines, other mobility and civic guidelines, incentives, and programs in accordance with the general goals stated in the General

Plan. Table 4.1-7 provides a comprehensive list of all proposed CPU policies for each element to be referenced in the following land use analysis.

The Land Use Element of the proposed CPU contains a detailed description and distribution of land uses tailored to the proposed CPU area and provides refined residential densities, a delineated Community Village center, and specific policies for the development of commercial, industrial, and institutional uses. The proposed CPU under both Scenario 1 and Scenario 2 is consistent with the General Plan and the Strategic Framework, which includes the City of Villages strategy. As with the General Plan, the proposed CPU places an emphasis on directing growth into mixed-use activity centers that are pedestrian-friendly and linked to an improved regional transit system.

The proposed CPU incorporates this strategy by designating a Community Village in the northern portion of the proposed CPU area. The Community Village incorporates Chicano Park, Perkins Elementary School, the Mercado del Barrio, higher density housing and a variety of other community, institutional, and employment serving uses in close proximity to transit.

The proposed CPU would also be consistent with the General Plan goal of providing diverse and balanced neighborhoods and communities, and also furthers the goals for addressing environmental justice in the Barrio Logan community. Both land use plans prepared for the proposed CPU provide for a combination of land uses, which emphasize the existing diversity of the community, as well as a diversity that will support future growth and prosperity within the plan area. A Transition Area is provided in both Scenario 1 and Scenario 2 between the Port District lands, which support maritime and industrial activities, and the residential development existing and proposed to the northeast, within both the Community Village and Historic Core areas.

The existing development within Barrio Logan provides a foundation for achievement of the goals laid out in the General Plan Mobility Element due to the urban character of the community, existing transit connections, and adjacency to major roadways and interstates. The proposed CPU policies support the development of pedestrian-friendly facilities along major roadways and emphasize a safe bicycle network with provision of bicycle parking facilities for transition to pedestrian use within the commercial areas. The proposed CPU also includes Transportation Demand Management Policies which promote use of transit services by encouraging employers and new residential development to provide transit passes to employees and/or residents.

The Urban Design Element of the proposed CPU supports and implements the General Plan at the community plan level by including specific design guidelines and policies for the proposed CPU area that are consistent with the community's existing and projected character. The proposed CPU contains policies that are intended to improve the quality of life through safe and secure neighborhoods and in a manner that respects the natural environment. It addresses existing and planned access to outdoor and active spaces,

TABLE 4.1-7
APPLICABLE CPU POLICIES RELATED TO LAND USE

Policy	Description
Land Use Element	
Residential Policies	
2.2.1	Achieve a diverse mix of housing types and forms, consistent with allowable densities and urban design policies.
2.2.2	Rehabilitate quality older residential development and balance it with new development.
2.2.3	Promote construction of larger housing units suitable for families with children by utilizing density bonus incentives.
2.2.4	Provide development of housing that incorporates universal design standards for persons with disabilities.
2.2.5	Enable rental and ownership opportunities in all types of housing including the alternate housing units such as companion units, live/work studios and shopkeeper units as well as small-lot housing typologies with reduced and for-sale townhomes.
2.2.6	Encourage preservation and renovation of culturally and historically significant residential units and provide incentives to retrofit or remodel units in a sustainable manner.
2.2.7	Preserve existing single-family homes which provide affordable housing and contribute to Barrio Logan's unique character.
2.2.8	Support development of companion units in lower density areas such as the Historic Core and along Boston Street south of 29th Street in order to provide additional residential units and opportunities for co-generational habitation as well as a financial tool for low-income homeowners to meet their mortgage obligations.
2.2.9	Conduct site remediation work in order to reduce issues associated with potential ground contamination on parcels that have operated with industrial uses on site and that have been re-designated for residential and mixed-use development. Require soil remediation to occur as part of development when proposing a change in use from industrial or heavy commercial to residential and or mixed residential development.
Affordable Housing Policies	
2.2.10	Promote production of very-low and low income affordable housing in all residential and multi-use neighborhood designations.
2.2.11	Create affordable home ownership opportunities for moderate income buyers.
2.2.12	Encourage development of moderately priced, market-rate (unsubsidized) housing affordable to middle income households earning up to 150% of area median income.
2.2.13	Promote home buyer assistance programs for moderate-income buyers.
2.2.14	Utilize land-use, regulatory, and financial tools to facilitate the development of housing affordable to all income levels.
Commercial Land Use Policies	
2.3.1	Enhance and retain maritime-oriented commercial uses that are compatible with surrounding land uses.
2.3.2	Retain and enhance existing neighborhood-serving commercial uses.
2.3.3	Encourage the development of shopkeeper units and live/work units that allow residents to own and operate office, professional and retail uses.
2.3.4	Consider the vacant San Diego Gas & Electric power plant site on Sampson Street as an opportunity for reuse for larger-scale office, commercial, research, or manufacturing activities.
2.3.5	Ensure that development and uses contained within the Transition Zone does not adversely affect the health and safety of the surrounding community.
2.3.6	Require development of flexible buildings with generous floor-to-ceiling heights, large floor plates, and other features that will allow the structure to support various maritime-oriented businesses within the Transition Zone.

TABLE 4.1-7
APPLICABLE CPU POLICIES RELATED TO LAND USE
(Continued)

Policy	Description
2.3.7	Allow coffee roasting facilities to be located in areas designated as Community Village and Neighborhood Commercial.
Institutional Land Use Policy	
2.4.1	Provide support to community social service institutions.
2.4.2	Coordinate with the San Diego Unified School District to develop a joint use park facility with Perkins Elementary School. (Refer to Recreational Element).
Industrial Land Use Policies	
2.5.1	Protect and promote activities, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced in industrial areas.
2.5.2	Protect and promote development of maritime and maritime-related uses that do not present health-related or environmental hazards to adjacent sensitive receptors.
2.5.3	Encourage parking management, increased use of alternative modes of transportation, and additional parking spaces to reduce parking impacts associated with port-related industries.
2.5.4	Allow industrial land uses that minimize conflicts with incompatible uses through building design and truck restrictions and provide a balance between the needs of the heavy industrial businesses that are located west of Harbor Drive and the residences contained within the community.
2.5.5	Encourage new industrial buildings to be designed to better integrate with the surrounding neighborhood.
2.5.6	Use active uses such as lobbies, offices, and retail areas to provide transparency on the street.
2.5.7	Encourage addition of plazas, courtyards, and outdoor places for employees to gather and recreate.
2.5.8	The integration of transit within employment areas and the creation of safe and direct bicycle and pedestrian connections are encouraged to provide multi-modal access (refer to General Plan Policies UD-D.1 through D.3).
Airport Land Use Compatibility Policy	
2.6.1	Ensure development proposals are consistent with airport land use compatibility policies and regulations.
Urban Design Element	
Urban Form and Public Realm Policies	
4.1.1	Require new development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.
4.1.2	Design buildings so that they contribute to a positive neighborhood character and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well-established streets, landmarks.
4.1.3	Articulate new buildings, especially with large street frontages, with strong, well-defined and rhythmic vertical elements, to achieve the visual interest necessary to sustain pedestrian interest and activity.
4.1.4	Differentiate changes in use of vertically mixed-use buildings visually through changes in material, upper floor stepbacks or other means, and not solely by color alone.
Urban Form and Public Realm Policies (continued)	
4.1.5	Differentiate the mass of buildings with street frontages longer than 25 feet on residential streets or alleys, and 40 feet on all other streets, with well-designed vertical and horizontal modulations such as ground floor entryway setbacks, upper floor stepbacks for balconies or other means, and not solely by color alone.
4.1.6	Use contemporary and high quality materials for development that is industrial in nature.

TABLE 4.1-7
APPLICABLE CPU POLICIES RELATED TO LAND USE
(Continued)

Policy	Description
4.1.7	Use authentic materials with a substantial appearance, including wood, masonry, ceramic tile, concrete or smooth stucco. Avoid using materials such as foam molding or faux stone in particular those that have the appearance of thin veneer or attachment. If used, aforementioned materials should not be the dominant façade material and should not be used for detailing or ornamentation.
4.1.8	Terminate brick, stone, tile, veneers, or other applied materials logically and strongly, such as by wrapping corners and terminating at architectural modulations, articulations, frames or other features, so not to appear superficially affixed to the façade.
4.1.9	Use non-reflective glass windows on all ground-floor retail and first-floor office uses that front onto pedestrian streets and alleys. Frame windows with protruding vertical and horizontal shading elements to provide required protection from overheating when windows face southwest and west.
4.1.10	Locate all mechanical equipment, including ground, building and roof-mounted equipment away from public view where possible. a) Screen views of ground, building and roof-mounted mechanical equipment from adjoining properties and public rights of way with building elements that are consistent with the overall character and design of the building facades. Building frontage should not be used for utilities, storage and refuse collection wherever possible. b) Place utility boxes and access panels underground, or out of the public right-of-way so as to prevent pedestrian impediments and blank building frontages, and to ensure that sidewalk planting opportunities for street trees and landscape are not limited.
4.1.11	Ensure that development includes appropriate setbacks. a) Provide space for an entry and front landing between the public sidewalk and the private entryway for commercial and residential streets. b) Use setbacks or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks to make the façade of the building attractive and more compatible to the surrounding context.
4.1.12	Incorporate Crime Prevention Through Environmental Design (CPTED) measures to design safer environments in all new development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well used streets and active residential frontages (refer to General Plan Policy UD-A.17).
Ground Floor Retail Policies	
4.1.13	Design storefront space with minimum 12- to 15-foot-high ceilings to encourage high quality design and accommodate diverse commercial uses.
4.1.14	Ensure that ground floor retail space has sufficient building depth to meet the needs of retailers.
Buildings and Fronting Sidewalk Policies	
4.1.21	Ensure that building openings and fenestration represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Recess windows a minimum of three inches.
4.1.22	Locate active uses on the ground floor of the buildings in order to enliven and engage the street.
4.1.23	Access ground-floor units directly from the public right-of-way. If this is not feasible, provide access through a transparent lobby.
4.1.24	Clearly identify entryways by adding awnings, creating a landing area or front porch, or adding design details. a) Residential units fronting a street or alley should have their primary entryway accessible from the street or alley. b) Garages should not take the place of the main entryway.

TABLE 4.1-7
APPLICABLE CPU POLICIES RELATED TO LAND USE
(Continued)

Policy	Description
4.1.25	Require that buildings embrace the public realm, and be set back only to accommodate elements that enhance this effect. This includes wider sidewalks, front steps and stoops to create lively storefronts or to mark entrances.
4.1.26	Enhance setback areas with high quality streetscape elements and landscape.
4.1.27	Prohibit chain-link fencing on parcels adjacent to the street or public right of way.
4.1.28	Ensure that building form celebrates corner locations where topography permits. Retail entrances should be located at corners for neighborhood-serving commercial and mixed use projects. a) Primary residential entrances may be located away from the corner to prevent congestion. b) For all types of development, special building elements and architectural expressions, such as towers, special entries should be used strategically at key locations to address key street intersections and celebrate nearby important public spaces. These elements should be integrated into the overall design of the building. c) Encourage the use of special corner treatments for buildings that front onto the intersections of Cesar E. Chavez Parkway, Sigsbee Street, Beardsley Street, 16th Street, Dewey Street, Evans Street, Sampson Street, and Sicard Street, as well as 27th and 28th Streets.
Access to Light and Air Policies	
4.1.29	Orient and configure development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open. a) Avoid building configurations that rely on narrow side yards for access to air and light. b) Provide courts, niches, alcoves, and other spaces in new residential and mixed-use development to allow for access to air, light, and ventilation from two or more sides if possible.
4.1.30	Require that residential and mixed-use development maximize access to private outdoor space and light while ensuring an adequate level of privacy of all residents. a) Windows and balconies should not face or overlook each other. b) Minimize the number of windows looking into neighboring interior private yards when possible. Otherwise, provide landscape or architectural features that afford privacy. c) Encourage residential balconies designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged.
Building Height Policies	
4.1.31	Use the surrounding buildings to inform variations in height and massing of development.
4.1.32	Step down development in height as it approaches the Bay to reinforce the city's natural topography and to enhance views to the San Diego Bay (Figure 8-1).
4.1.33	Ensure that development height be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Community Village area or to preserve desired lower-scale character within the Historic Core.
4.1.34	Incorporate upper story setbacks in development to maintain adequate light and air to sidewalks and frontages along alleys.
Public View Policies	
4.1.35	Require buildings along National Avenue, Main Street, Newton Avenue, and Logan Avenue northwest of the San Diego-Coronado Bridge to accommodate a minimum sidewalk width of 12 to 14 feet to preserve views toward downtown and allow for enhanced pedestrian amenities.

TABLE 4.1-7
APPLICABLE CPU POLICIES RELATED TO LAND USE
(Continued)

Policy	Description
4.1.36	Require buildings along Sampson Street to be set back 5 feet from the back edge of the sidewalk to frame views toward San Diego Bay.
4.1.37	Require buildings along Cesar E. Chavez Parkway to be set back to accommodate a minimum sidewalk width of 13 to 15 feet to preserve views toward San Diego Bay and allow for enhanced pedestrian amenities.
4.1.38	Require buildings constructed in the westernmost portions of the community near Harbor Drive to be designed to maintain existing views, and where possible enhance the bayview corridors to San Diego Bay along Beardsley, Cesar E. Chavez, Evans, Sampson, and Sicard.
Climate Sensitive Building Policies	
4.2.1	Minimize building heat gain and appropriately shade windows for all new development • Orient buildings and lots to minimize east and west facing facades. • Configure buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces. • Provide awnings, canopies and deep-set windows on south facing windows and entries. • Provide exterior shades and shade screens on east, west and south-facing windows. • Use horizontal overhangs, awnings or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang depth to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun. • Provide vertical shading and fins on east and west facing building facades.
4.2.2	Maximize natural and passive cooling that builds on the proximity of the nearby San Diego Bay. • Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape. • Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air. • Ensure that leeward openings have substantially larger total area (50% to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement. • Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings. • Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.
Green Building Policies	
4.2.3	Incorporate environmentally conscious building practices and materials. a) Use durable construction materials, as well as re-used and recycled materials. b) Encourage the use of permeable paving elements in auto and non-auto-oriented areas. c) Minimizing impervious surfaces that have large thermal gain.
4.2.4	Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments. a) Plant deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter. b) Plant vegetation adjacent to exposed east and west facing walls. c) Plant groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

TABLE 4.1-7
APPLICABLE CPU POLICIES RELATED TO LAND USE
(Continued)

Policy	Description
Green Building Policies (continued)	
4.2.5	Integrate storm water BMPs on-site to maximize their effectiveness. a) Encourag the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use. b) Utilize downspouts to discharge into disconnected impervious areas to interrupt the direct flow of rainwater from the buildings to the storm water system. c) Minimize on-site impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turfcrete), or cobble-stone block pavement to detain and infiltrate run-off on-site.
Urban Forest/Street Trees Policies	
4.3.1	Shade-producing street trees should be the primary organizing element of the streetscape; restrictions and conflicts with other elements should be minimized to ensure consistent plantings. See Appendix A of the Barrio Logan Community Plan for a list of Street Trees.
4.3.2	Incorporate shade-producing street trees along all streets and roadways. a) Maximize tree canopy – the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations. b) Plant two different species of tree per block to mitigate the loss of an entire planting of trees due to disease. Placement of different species should be organic in nature rather than simply alternating one species with another. c) Provide an appropriate mix of drought-tolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures. d) Provide a mixed age tree population. Including a mix of juvenile, young, and mature trees is essential to ensure a constant level of benefits from street trees. e) Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Barrio Logan.
4.3.3	Encourage and support community design and plantings of additional street trees that are consistent in theme and character.
4.3.4	Require a double row of street trees where sidewalks/setbacks exceed a total of 15 feet.
4.3.5	Provide for the necessary care of existing street trees and replace trees which are damaged with in-kind in a timely manner.
4.3.6	Use accent trees that are a different species than the adjacent street trees at important street intersections or corners.
4.3.7	Ensure that public agencies and private enterprises responsible for maintenance of street trees operate with common goals and objectives. a) Coordinate with public agencies and private enterprises when impacting street trees. b) Reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital and equal component of the City's infrastructure.
Urban Forest/Street Trees Policies (continued)	
4.3.8	Space street trees no further than 30' on center to achieve a continuous canopy.
4.3.9	Encourage contiguous tree-lined parkways along residential streets, such as Boston Avenue.
4.3.10	Provide large trees in tree grates along commercial streets, when contiguous parkways cannot provide adequate room for both circulation and the landscape planted area.
4.3.11	Encourage residents and businesses to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selection of one theme tree, from the Landscape District list (Appendix A), for each neighborhood street, or block is recommended to create local continuity and identity.

TABLE 4.1-7
APPLICABLE CPU POLICIES RELATED TO LAND USE
(Continued)

Policy	Description
4.3.12	Maintain existing parkways and, provide landscape parkways between the curb and sidewalk in new developments and redeveloped areas.
Economic Prosperity Element	
Industrial Policies	
5.1.1	Prohibit the establishment of sensitive receptor and public assembly land uses within industrially designated areas.
5.1.2	Require analysis and justification per General Plan Policies EP-A.11 and EP-A.12.c for any proposed changes that would remove properties from the Prime Industrial lands map.
Commercial Policies	
5.2.1	Locate smaller-scale convenience shopping opportunities throughout Barrio Logan to promote greater pedestrian activity.
5.2.2	Future development projects that provide neighborhood serving commercial uses in Barrio Logan should be encouraged.
5.2.3	Encourage the development of neighborhood serving commercial uses; including food markets, restaurants, and other small retail shops to serve both residents and the Port tidelands employees.
5.2.4	Enhance the business corridor along Logan Avenue from Chicano Park to 27th Street as an Arts and Cultural Mixed-Use District.
5.2.5	Encourage the development of new office space that supports and complements the major Port industries and United States Navy.

SOURCE: Draft Barrio Logan CPU 2012

including the San Diego Bay, and identifies active and passive open space areas, recreational facilities, and access via pedestrian and bicycle pathways.

The proposed CPU also provides policies that support the pursuit of land acquisition needed for the creation of public parks, with a special effort to locate new parkland within the community, promoting connectivity, safety, public health, and sustainability. Strategies to reduce the existing parkland deficit in the plan area are also included in the Recreation Element. Policies to provide parkland sufficient to meet the needs of the community through plan build-out and provide for preservation, protection, and enhancement of existing and planned parkland facilities are included. In addition, proposed CPU policies incorporate Crime Prevention Through Environmental Design (CPTED) measures, where projects are designed to encourage visible space and "eyes on the street".

With respect to industrial and commercial uses currently found within the Barrio Logan community, the Economic Prosperity Element proposes to protect, preserve, and expand Prime Industrial Lands, provide a transition area between predominantly industrial and residential areas, as well as promote infill commercial and office development. This is further supported through both the Scenario 1 land use plan and the Scenario 2 land use plan, where residential development has been provided for in the Community Village Area and the Historic Core, and prohibited within the Transition Area.

The proposed Coastal Categorical Exclusion requested by the City for the area contained within Coastal Categorical Exclusion Area (Figure 3-6), is also intended to further meet the General Plan goals detailed in the Economic Prosperity Element. Specifically, the Coastal Categorical Exclusion for future projects is intended to incentivize development within this area by streamlining the process for development of underutilized sites to address incompatible land uses.

Consistent with the Public Facilities, Services, and Safety Element of the General Plan, the proposed CPU also includes goals to provide and maintain infrastructure and public services for future growth without diminishing services to existing development. Specific policies regarding public facilities financing, public facilities and services prioritization, as well as fire-rescue, police, wastewater, storm water infrastructure, waste management, and recycling libraries, schools, public utilities, and healthcare services and facilities, are all included within the proposed CPU.

As part of the proposed project analyzed within this PEIR, the City is updating the PFFP for the Barrio Logan community, which was originally adopted in June 2007. The PFFP sets forth the major public facilities needs specific to the Barrio Logan community with respect to transportation (streets, storm drains, traffic signals, etc.), libraries, park and recreation facilities, and fire stations. The proposed CPU is a guide for the future development within the community and serves to determine public facility needs.

Revisions to public facility needs, DIFs, or other capital improvement programs, will be included in the updated PFFP.

Barrio Logan has limited parkland, with Chicano Park, located on approximately eight acres between Logan Avenue and National Avenue, being the only parkland within the plan area. In 1990, Cesar Chavez Park was constructed near the waterfront. Although within the Port District's jurisdiction, this park provides the neighborhood with the only access it has to the bayfront. With limited parkland in the proposed CPU area and public recreational facilities limited to Barrio Station, a youth facility providing recreational programs and facilities to community children, residents rely on amenities beyond the proposed CPU area for open space and recreation programs. The proposed CPU Recreation Element includes specific policies and recommendations that are consistent with the General Plan Recreation Element to provide a comprehensive parks strategy intended to accommodate the community throughout the next 20 years. Specifically, intensification strategies to expand facilities and programming within existing public spaces, consistent with the funding policies of the General Plan, is proposed for Barrio Logan to meet these goals.

The proposed CPU is consistent with the conservation policies of the General Plan. The Barrio Logan community has limited environmentally sensitive lands. However, the Conservation Element of the proposed CPU addresses the conservation goals and policies that can be effective in managing, preserving, and thoughtfully using the limited natural resources of the community. Climate change is also addressed in a manner consistent with the General Plan within both the Urban Design and Conservation Elements. Sustainable energy policies are included which promote development that qualifies for the City's Sustainable Buildings Expedite Program; educate residents and businesses on efficient appliances and techniques for reducing energy consumption; provide for, or retrofit, lighting in the public rights-of-way that is energy efficient; and provide information on programs and incentives for achieving more energy-efficient buildings and renewable energy production. Also, an Urban Forest/Street Tree program is proposed to reduce heat islands and minimize the impact on microclimate.

With respect to the General Plan policies concerning noise and land use compatibility, the proposed CPU is located in an area surrounded by urban and industrial uses, railroad and transit rights-of-way, and major roadways and interstates. The proposed CPU includes goals and policies to guide compatible land uses and the incorporation of noise attenuation measures for new uses that would protect people living and working in the community from an excessive noise environment. Under both the Scenario 1 and Scenario 2 land use plans, new noise sensitive uses have been located in an area to avoid or attenuate excessive or harmful noise levels to the extent feasible. However, some existing and proposed residential and parkland would be located within areas exposed to high noise levels. These include the proposed Neighborhood Commercial uses adjacent to the I-5 freeway where residential would be permitted and proposed

parkland, including the proposed passive linear park and trail along the north side of Boston Avenue between 29th and 32nd streets, the Chollas Creek Passive Park, and the existing Chicano Park. As discussed in Section 4.4 (Noise) of this PEIR and below, sensitive land uses would be exposed to noise levels that could exceed City thresholds.

Noise sensitive land uses would be potentially subject to exterior noise levels in excess of established thresholds under both scenarios. The noise sensitive land uses are generally deemed incompatible with an outdoor noise exposure level of 65-70 dB CNEL. However, as indicated in Section 4.4.1.1 of this PEIR, the General Plan conditionally allows multiple unit and mixed-use residential uses up to 75 dB(A) CNEL in areas that are affected primarily by motor vehicle traffic noise and already developed with existing residential uses. Proposed noise sensitive residential land uses under both Scenario 1 and Scenario 2 would be primarily multi-family or mixed-use in nature, and the noise levels are attributed to vehicular traffic and in areas presently developed with some type of noise-sensitive use. The proposed Noise Element acknowledges that the City's General Plan provides sufficient policy direction for noise-related issues, and thus relies on the overarching goals and policies contained in that plan, thereby conforming to the General Plan.

Section 4.4, Noise, of this PEIR discusses the existing noise conditions and future impacts resulting from noise exposure to sensitive land uses. As discussed in Section 4.4.3, build-out of the proposed CPU would expose large portions of the proposed CPU area, including existing and proposed residential uses, parks, Perkins Elementary, and other sensitive uses, to noise levels that exceed land-use noise compatibility thresholds established in the General Plan and SDMC.

Section 4.4 of this PEIR also considers the applicable thresholds, policies, and regulations, and provides a detailed discussion of potential impacts. Based on the analysis, implementation of either of the proposed CPU scenarios would result in significant physical impacts related to exposure of sensitive land uses to future noise levels that exceed City standards. No feasible mitigation is available to reduce these impacts to below a level of significance. Impacts would therefore be significant and unmitigable. It should be noted that a regulatory framework is in place for developing project-level noise protection measures for future discretionary projects, and all projects, including those within the Coastal Categorical Exclusion Area, would need to comply by law with the SDMC and demonstrate compliance with Title 24.

The Barrio Logan community is one of the oldest urban neighborhoods in San Diego. Initially developed as an affordable residential community with supporting commercial establishments, the area was closely tied to the establishment of the railroad and accompanying railroad speculation, and early industrial bayfront development. The Historic Preservation Element of the proposed CPU provides general policies to preserve significant historical resources.

Public art within the community also provides an opportunity to educate about history, culture, nature, and current events. Painted murals in Chicano Park, as well as tile murals and sculptures, are encouraged through policies within the proposed CPU. Policies to preserve and enhance the community arts and culture, which are considered a cultural resource of this community, are included within the Arts and Culture Element of the proposed CPU.

In summary, while avoiding most impacts, a significant land use impact related to conformance with adopted plans and policies would result with implementation of the proposed CPU; impacts to noise-sensitive land uses subjected to noise levels that exceed City standards would be considered significant and unmitigable.

b. Land Development Code Regulations

Implementation of the actions associated with adoption of the proposed CPU would include rescinding the existing BLPDO that contains the proposed CPU area's zoning regulations and replacing it with existing, modified, and new citywide zones. The following new or modified zones have been proposed to be adopted within the LDC as part of the proposed CPU:

- RT-1-5: a new residential zone to provide for attached, single-dwelling unit residential development on small lots with alley access on a minimum 1,600-square-foot lot.

- RM-3-7 and RM-3-9: modification to two mixed use residential zones to increase allowable commercial.

- CN-1-4: a pedestrian-oriented neighborhood commercial zone which permits residential that has been revised to allow for a density of 44 dwelling units per acre.

- CO-2-1 and CO-2-2: CO-2-1 allows a mix of office uses with a neighborhood scale and orientation and CO-2-2 allows a mix of office uses that serve as an employment center; these zones prohibit residential development.

- CC-3-6: intended to accommodate development with a high intensity, pedestrian orientation, community-serving commercial and residential, and medium high density of 44 dwelling units per acre.

- CC-4-6: intended to accommodate development with a high intensity, pedestrian orientation, heavy commercial and limited industrial uses and residential uses, and medium high density of 44 dwelling units per acre. This zone is not proposed to be applied within the CPU area.

- CC-5-4: currently is contained in the LDC; however, residential uses, under the proposed CPU, would be prohibited within the proposed CPU area. Additionally, under the modified zoning, uses that would require a permit from the Hazardous Materials Division of the County of San Diego or the San Diego Air Pollution Control District would be permitted.

- CC-6-4: proposed to allow commercial uses and marine industry and maritime-oriented uses within the Coastal Overlay Zone. Residential uses are prohibited within this zone.

Additionally, zoning actions are proposed that would remove the Barrio Logan Community Planning Area from the Beach Impact Area of the Parking Impact Overlay Zone and categorically exclude the area identified in Figure 3-6 from the requirement to process a CDP when a project complies with all regulations within the LDC and requires no other discretionary permit (i.e., Neighborhood Use Permit, Conditional Use Permit).

Application of existing, new, or modified zones would accommodate existing development that conforms to the future vision for development, encourage new projects consistent with community goals and character, and implement mixed-use development consistent with the General Plan goals and policies. A description of the proposed land use and allowed densities are included in Table 4.1-8.

Parking Standards

As discussed in the Mobility Element, parking is currently accommodated in the community through on-site parking, leased surface parking lots, and on-street parking. There is an existing significant shortage of parking due primarily to a lack of parking being provided for workers at on-site harbor-related industries. Consequently, workers use parking lots along the north side of Harbor Drive, surface lots within the proposed CPU area which have been leased by their employers, and on-street parking available in the community. The most severe shortages are generally in close proximity to operations within the Port District's jurisdiction, primarily between 28th Street and Sampson Street. To address this parking deficit, the City has established residential parking districts in the community to ensure that residents have adequate parking.

While the proposed CPU would not directly require provision of parking, future development under the proposed CPU, for both Scenario 1 and Scenario 2, would be required to meet City parking standards applicable to Barrio Logan. Therefore, impacts would be less than significant.

TABLE 4.1-8
PROPOSED LAND USE CATEGORIES

General Plan Land Use	Community Plan Designation	Use Considerations	CPU Land Use Description	Density Range (du/ac)
Parks, Open Space and Recreation	Open Space	None	Provides for open space, may have utility for: primarily passive park; conservation of land, water, or other natural resources; historic or scenic purposes; visual relief; or landform preservation.	N/A
	Parks and Recreation	None	Provides for areas designated for passive and/or active recreational uses, such as community parks and neighborhood parks.	N/A
Residential	Residential – Low Medium	None	Provides for both single-family and multi-family housing within a low-medium-density range.	10–14 du/acre
	Residential – Medium	None	Provides for both single-family and multi-family housing within a medium-density range.	15–29 du/acre
	Community Village	Commercial Permitted	Provides for a range of multifamily housing within a high density range of 30 to 44 dwelling units per acre.	30–44 du/acre
		Commercial Permitted	Provides for a range of multi-family housing within a density range of 45 to 74 dwelling units per acre.	45–74 du/acre
Commercial Employment, Retail, and Services	Neighborhood Commercial	Residential Permitted	Provides local convenience shopping, civic uses, and commercial services serving an approximate three mile radius.	30-44 du/acre
	Community Commercial	Residential Prohibited	Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.	N/A
		Residential Permitted	Provides for shopping areas with retail, service, civic, and office uses for the community at large.	30–44 du/acre
	Office Commercial	Residential Prohibited	Provides for office employment uses with limited, complementary retail uses.	N/A
	Maritime Commercial (Scenario 2)	Residential Prohibited	Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service that cater to the maritime industries.	N/A
Institutional and Public and Semi-Public Facilities	School/ Institutional	None	Provides a designation for uses that are identified as public or semi-public facilities in the community plan.	N/A
Multiple Use	Community Village	Residential Required	Provides housing in a mixed-use setting and serves the commercial needs for the community at large.	30–44 du/acre
Industrial Employment				
	Heavy Industrial	Office Use Limited	Provides for industrial uses emphasizing base sector manufacturing, wholesale and distribution, and primary processing uses that may have nuisance or hazardous characteristics.	N/A

ESL Regulations

As discussed in Section 4.1.1.2, a mapped flood hazard area (100-year floodplain) occurs within the proposed CPU in an approximately three-block area south of Las Chollas Creek and west of I-5 in the southern portion of the planning area. No other environmentally sensitive lands (e.g., sensitive biological resources, steep hillsides) occur within the proposed CPU. Any future development proposed on environmentally sensitive lands would be subject to the ESL Regulations, which require that future projects demonstrate that the proposed development site is physically suitable for the proposed use and that it would minimize disturbance to natural landforms and not increase flood hazards. In the event a future specific project is considered for an ESL Regulations deviation, supplemental findings would be required prior to approval in order to show that development within a floodway, if approved, would not increase flood levels during the base flood discharge, result in an additional public safety threat or extraordinary public expense, or create a public nuisance.

Adherence to these regulations would avoid significant impacts to environmentally sensitive lands within the proposed CPU area.

c. City of San Diego MSCP

As discussed in Section 4.1.1.2.e, the highly urbanized planning area lies within the City's MSCP Subarea Plan, but not within any preserve areas designated as MHPA. Because the proposed CPU area is outside of the MHPA, the ESL Regulations do not limit development encroachment into sensitive biological resources, except for wetlands and listed non-covered species habitat and narrow endemics. No sensitive habitats, plant species, or wetlands occur within the project boundary. The project would be consistent with the MSCP Subarea Plan, and impacts would be less than significant.

d. Coastal Act

As previously discussed, the public's existing physical access to the shoreline for San Diego Bay is limited due to maritime and industrial land uses within the Port District's jurisdiction and uses associated with Naval Station San Diego which occupy the entire shoreline. Access to the waterfront and a public pier into the San Diego Bay is maintained at the end of Crosby Street on State Trust Lands as shown on Figures 4.1-1 and 4.1-6. Access to federal lands occupied by Naval Station San Diego along the bay to the south is restricted for security reasons.

Although the City lacks jurisdiction over lands immediately adjacent to San Diego Bay, the proposed CPU is located entirely within the Coastal Overlay Zone, and therefore must demonstrate conformance with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial

development as provided in Chapter 3 of the Coastal Act. Table 4.1-9 lists each requirement and determines project conformance or non-applicability.

Because the development boundary is within the Coastal Overlay Zone for the City, the project would also conform to requirements in the City's LDC, as discussed in Section 4.1.1.2.d above. Included as part of the proposed CPU, the City is requesting the CCC approve a Categorical Exclusion under the Coastal Act for projects located within the Coastal Categorical Exclusion Area (see Figure 3-6).

As summarized in Chapters 1 and 3, the Coastal Categorical Exclusion would exclude certain future projects from the requirement to obtain a CDP if the project complies with the underlying base zone requirements and the LDC (approved by the CCC), and requires no other discretionary permit (including a Neighborhood Use Permit, Conditional Use Permit, Neighborhood Development Permit, Site Development Permit, Planned Development Permit, or Variance).. The project applicant would also be required to demonstrate that the premises (e.g., parcel) of the proposed development has obtained clearance from the County of San Diego DEH stating that no hazardous materials impacts would result from the development, or that no hazardous materials impacts would result from the development upon completion of required remediation.

Referring to Table 4.1-9, the proposed CPU under both Scenario 1 and Scenario 2 would be consistent with the provisions of the Coastal Act. Furthermore, approval of the Coastal Categorical Exclusion would not result in any inconsistencies with the Coastal Act. Therefore, impacts would be less than significant.

e. SANDAG's Regional Comprehensive Plan

Both of the proposed CPU land use scenarios would be consistent with the goals of the RCP to develop compact, walkable communities close to transit connections and consistent with smart growth principles, as summarized in Section 4.1.1.2.g above. The CPU proposes to establish a pedestrian-oriented, urban, and mixed-use community village that would reduce reliance on the automobile and promote walking and use of alternative transportation. Both Scenario 1 and Scenario 2 support the multi-modal strategy of the RCP through the designation of a high-density mixed-use village along a rapid bus transit corridor. Policies contained within the proposed CPU Land Use and Mobility Elements serve to promote bus transit use as well as other forms of mobility, including walking and bicycling. These measures are consistent with the RCP's smart growth strategies.

In addition, the proposed CPU Mobility Element specifically provides for improvements that reduce truck traffic through residential areas, and the proposed Land Use Element accommodates important community uses such as Barrio Station and the Logan Heights Family Health Center consistent with recommendations in the RCP.

TABLE 4.1-9
CALIFORNIA COASTAL ACT (PUBLIC RESOURCES CODE SECTION 30000, et seq.) CONSISTENCY

		Analysis	Consistency
Article 2	**Public Access**		
30210	Maximum access and recreational opportunities shall be provided for all people, consistent with public safety needs and the need to protect public rights, private property owner rights, and natural resource areas from overuse.	Existing public recreational access to the shore and coastal waters will be maintained. Existing public shoreline parkland is located on State Trust Lands leased to the Port of San Diego and outside the City's jurisdiction. Roadway improvements proposed by the project will provide better access though Barrio Logan to the shoreline community park.	Consistent
30211	Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization.		Consistent
30212	Public access to the shoreline from the nearest public roadway shall be provided in new development projects, except where it is inconsistent with public safety, military security needs, or the protection of fragile coastal resource, there is adequate access nearby or it would adversely affect agriculture.	The nearest public roadway to the Bay within the project area is Harbor Drive which is classified as a four-lane major arterial. The roadway is a truck route and is designated as a Class II bikeway. The proposed project design and mitigation provides signalization, turn-lanes and other improvements to improve service. Roadways connecting Harbor Drive to the shoreline are within the jurisdiction of the Port District or Navy and outside the City of San Diego's jurisdiction. The project would improve operations on other roadways within the Barrio Logan community and would therefore provide improved operations overall for users seeking to access the shoreline via Barrio Logan from Harbor Drive and connecting streets. Existing restrictions on access within Navy lands or industrial lands will be retained for security reasons or to protect public safety.	Consistent
30212.5	Public facilities, including parking facilities, shall be distributed to mitigate the impacts of overcrowding or overuse of any single area by the public.	Currently, there is a shortage of parking in the project area due mainly to overflow parking from industrial uses outside of the City's jurisdiction. The City has established residential parking districts in the community to ensure that residents have adequate parking. The proposed project identifies several strategies to address the existing and anticipated parking shortfall, detailed in Section 4.2, Transportation/Circulation/Parking. The proposed project also includes updates to the transportation network and improved mobility along with the project's emphasis on intensifying uses along the transit corridors consistent with smart growth principles. The project will also: require new development to provide adequate off-street parking to serve their needs and coordination with the Navy and Port of San Diego to enhance their Transportation Demand Management (TDM) strategies for reducing single occupant vehicle travel (and parking demand). The measures described above will ensure that public facilities, including parking areas/facilities, will be distributed throughout the area, thus mitigating impacts of overcrowding by the public of any single area.	Consistent

TABLE 4.1-9
CALIFORNIA COASTAL ACT (PUBLIC RESOURCES CODE SECTION 30000, et seq.) CONSISTENCY
(Continued)

		Analysis	Consistency
Article 2	**Public Access (continued)**		
30213	Lower cost visitor and recreational facilities shall be protected, encouraged, and provided, where feasible, and that public recreational opportunities are proposed.	The Recreation Element of the proposed project includes specific policies and recommendations addressing parks and recreation facilities, preservation, accessibility, and open space lands. These policies and recommendations, along with the broader goals and policies of the General Plan, provide a comprehensive parks strategy intended to accommodate the community throughout the next 20 years. Because of the scarcity of park amenities in the project area, the Recreation Element focuses on preservation of existing amenities and new strategies to expand programming within existing public spaces. The numerous goals and policies of the Recreation Element ensure that recreational facilities would be protected and encouraged.	Consistent
Article 3	**Recreation**		
30220	Coastal areas suited for water-oriented recreational activities shall be protected for those uses.	The coastal areas within the project site are not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
30221	Oceanfront land suitable for recreational use and development shall be protected for that use unless present and future demand is already provided for in the area.	Oceanfront land within the project site is not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
30222	Private lands suitable for visitor-serving commercial recreational facilities designed to enhance public coastal recreation shall have priority over all other development, except agriculture and coastal-dependent development or uses.	The coastal areas within the project site are not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
30222.5	Protects oceanfront land suitable for coastal dependent aquaculture, and gives priority to such uses, except over other coastal dependent development or uses.	Oceanfront land within the project site is not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
30223	Provides that upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.	Coastal recreational areas within the project site are not under the jurisdiction of the City of San Diego, therefore this is not applicable.	Not Applicable
30224	Encourages the increased recreational boating use of coastal waters and specifies specific methods to increase such usage.	The coastal areas within the project site are not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
Article 4	**Marine Environment**		
30230	Provides that marine resources shall be maintained, enhanced, and where feasible, restored.	The marine resources of the San Diego Bay are not under the jurisdiction of the City of San Diego, therefore this is not applicable.	Not Applicable

TABLE 4.1-9
CALIFORNIA COASTAL ACT (PUBLIC RESOURCES CODE SECTION 30000, et seq.) CONSISTENCY
(Continued)

		Analysis	Consistency
Article 4	**Marine Environment (continued)**		
30231	Specifies that biological productivity and the quality of coastal marine and wetland habitat needed to sustain optimum populations of marine organisms, and to protect human health, shall be maintained and, where feasible, restored.	Sources of pollution from the project area that discharge into Las Chollas Creek, and then into San Diego Bay, can be expected to decrease upon redevelopment of project area. This is because new stormwater regulations require implementation of stormwater BMPs to reduce stormwater pollution. Existing development in the project area was constructed before the stormwater regulations were adopted. Therefore, existing development does not include LID practices, which not only reduce pollution by reducing runoff volume, but also can provide treatment by filtration and microbial action for runoff that will ultimately be discharged through underdrains. Specifically, CPU Policy 7.4.5 aims to protect natural terrain and drainage systems of Barrio Logan's open space lands along Las Chollas Creek in order to preserve natural habitats and cultural resources and improve water quality. Implementation of these stormwater regulations will ultimately contribute to the improvement of the quality of the coastal marine habitat of the San Diego Bay and the wetland habitat of Las Chollas Creek.	Consistent
30232	Protects the coastal environment against the spillage of hazardous materials, and requires containment and clean-up procedures in the event that a spill does occur.	The coastal areas within the project site are not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
30233	Allows the dredging of open coastal waters and wetlands for specific developments provided that no feasible, less environmentally damaging alternative exists, and if feasible, mitigation measures have been provided to minimize adverse environmental impacts such that activities shall be planned and implemented to avoid significant disruption to marine and wildlife habitats and water circulation..	No dredging is planned in open coastal water or wetlands.	Consistent
30234	Provides for the protection and enhancement of commercial fishing and recreational boating industries.	The coastal areas within the project site are not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
30235	Allows the erection and maintenance of structures that alter the natural shoreline processes when needed to serve coastal-dependent uses or to protect existing structures or public beaches in danger of erosion, or when designed to eliminate or mitigate adverse impacts on the local shoreline sand supply.	The shoreline within the project site is not under the jurisdiction of the City of San Diego; therefore this is not applicable.	Not Applicable
Article 5	**Land Resources**		
30240	Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values.	The project area does not include any sensitive habitat or plants.	Consistent
30241	Maximum amounts of prime agricultural land shall be maintained.	There is no agricultural land within the project area.	Consistent

TABLE 4.1-9
CALIFORNIA COASTAL ACT (PUBLIC RESOURCES CODE SECTION 30000, et seq.) CONSISTENCY
(Continued)

		Analysis	Consistency
Article 5	**Land Resources (continued)**		
30242	This section provides that all land suitable for agricultural use shall not be converted to nonagricultural uses, with certain exceptions.	There is no agricultural land within the project area.	Consistent
30244	Requires that reasonable mitigation be provided for development that would adversely impact archaeological or paleontological resources identified by the State Historic Preservation Office (SHPO).	Goals, policies, guidelines and recommendations enacted by the City, combined with the federal, state and local regulations described in sections 4.5 (Cultural Resources) and 4.13 (Paleontological Resources) of the PEIR, provide a regulatory framework for developing project-level mitigation. All development projects with the potential to affect historic structures and prehistoric and paleontological resources would be subject to site-specific review in accordance with Regulations and Guidelines through the discretionary process. However, evaluations would not be required for future ministerial projects in the Coastal Categorical Exclusion Area, as this area would be exempt from CEQA and further environmental review. Qualified City staff conducted a focused archaeological record search within the Coastal Categorical Exclusion Area. The record search identified five historic trash deposit sites within the Coastal Categorical Exclusion Area and one prehistoric site outside the Coastal Categorical Exclusion Area. The propensity to encounter significant archaeological resources is considered minimal. A survey of historic structures was also completed for the entire planning area. In addition, much of the proposed CPU area is underlain by Old Paralic deposit, which is considered to have a high paleontological resource potential. As discussed in Sections 4.5 and 4.13, there is a potential for unmitigable, adverse impacts to prehistoric, historic, and paleontological resources. No feasible mitigation for potential significant impacts from future projects subject only to ministerial review within the Coastal Categorical Exclusion Area has been identified. All future projects outside the Coastal Categorical Exclusion Area, and any projects within the Coastal Categorical Exclusion Area requiring future discretionary approvals, would continue to be subject to review and mitigation, as warranted. Reasonable mitigation is therefore identified to reduce impacts.	Consistent with mitigation
Article 6	**Development**		
30250	New residential, commercial, or industrial development shall be located in close proximity to an area with adequate public services that will not significantly affect coastal resources.	The proposed project is located in a previously developed area. The availability of public services and needed expansions are discussed in Sections 4.11, Public Services, and 4.10, Public Utilities, of this report. In all cases, project impacts on public services and public utilities would be mitigated to below a level of significance.	Consistent

TABLE 4.1-9
CALIFORNIA COASTAL ACT (PUBLIC RESOURCES CODE SECTION 30000, et seq.) CONSISTENCY
(Continued)

		Analysis	Consistency
Article 6	**Development (continued)**		
30251	Scenic and visual qualities of coastal areas shall be considered and protected. To protect such resources, development shall minimize the alteration of natural landforms, be visually compatible with the character of surrounding areas, and, where feasible, restore and enhance visual quality in visually degraded areas.	Section 4.6, Visual Quality, of this report describes the scenic and visual effects of the Proposed Project. It is not anticipated that future development as allowed by the proposed project would result in significant landform alteration. The project area is generally flat with elevations gradually rising from 10 feet AMSL along Harbor Drive to approximately 60 feet AMSL near I-5. While the proposed project would intensify uses, particularly in the north end of the project area, the CPU includes Urban Design Policy 4.1.33, which ensures that new development would be stepped down in height as it approaches the Bay to reinforce the city's natural topography and to enhance views to the Bay measures have been recommended for adoption which would reduce these impacts to the greatest extent possible. It is the intent of the proposed project to improve public views within the project area. Design guidelines contained in the proposed project, such as setbacks, landscape screening, and other measures, would serve to avoid or reduce impacts to public views from future development. The Land Use, Urban Design, and Conservation Elements of the CPU contain policies to avoid or reduce impacts to public views within the community as future development projects are proposed.	Consistent
30252	Provides that the location and amount of new development should maintain and enhance public access to the coast by: 1) Facilitating the provision or extension of transit; public access to the coast by: 2) Minimizing the use of coastal access roads for commercial facilities; 3) Providing non-automobile circulation 4) Providing adequate parking or alternative public transportation; auto internal circulation 5) Assuring the potential for public transit for high intensity uses; and 6) Assuring that new development will not overload nearby coastal recreation areas.	The nearest public roadway to the Bay within the project area is Harbor Drive, which is classified as a four-lane major arterial. The roadway is a truck route and is designated as a Class II bikeway. The proposed project design and mitigation provides signalization, turn-lanes, and other improvements to improve service. Roadways connecting Harbor Drive to the shoreline are within the jurisdiction of the Port District or Navy and outside the City of San Diego's jurisdiction. The project would improve operations on other roadways within the Barrio Logan community and would therefore provide improved operations overall for users seeking to access the shoreline via Barrio Logan from Harbor Drive and connecting streets. Existing restrictions on access within Navy lands or industrial lands will be retained for security reasons or to protect public safety. The project would create pedestrian-friendly facilities throughout the community with an emphasis on Cesar E. Chavez Parkway, 28th Street, the National Avenue/26th Street/Boston Avenue complete street corridor, and Harbor Drive. The project emphasizes transit as a mode of choice for residents and large employers in the project area including Port tenants and the Navy by enhancing transit service and infrastructure. The project would also provide a safe bicycle network that connects community destinations and links to surrounding communities and the regional bicycle network.	Consistent

TABLE 4.1-9
CALIFORNIA COASTAL ACT (PUBLIC RESOURCES CODE SECTION 30000, et seq.) CONSISTENCY
(Continued)

		Analysis	Consistency
Article 6	**Development (continued)**		
30253	New development shall:		
	1) Minimize flood hazards, fire, and seismic hazards;	Geologic and seismic issues are described in Section 4.12, Geology and Soils, of this report. Although the soils on site may be subject to liquefaction and expansion, continued implementation of the SDMC and compliance with the CBC would ensure that potential development is not adversely impacted by unstable soils. In addition, all project structures would be built in conformance to existing building and fire codes to minimize damage from seismic events or fire Flood hazards are discussed in Section 4.8, Hydrology, of this report. Moreover, the project proposes improvements to the existing drainage channel at Chollas Creek.	Consistent
	2) Assure structural stability and not create or significantly contribute to erosion;	Adherence to the SDMC grading regulations and construction requirements and implementation of recommendations and standards would reduce and avoid impacts related to soil erosion.	Consistent
	3) Be consistent with San Diego Air Pollution Control District requirements;	Air quality issues are described in Section 4.3, Air Quality, of this report. The project conforms to all requirements of the San Diego APCD.	Consistent with mitigation
	4) Minimize energy consumption and vehicle miles traveled; and,	Implementation of the proposed land uses would not increase the demand for energy beyond the City's available supply. The project would also create pedestrian facilities throughout the community as well as provide a safe bicycle network and encourage public transit use.	Consistent
30253	5) Protect special communities and neighborhoods that are popular visitor destination points for recreational users.	The project has several goals and policies that would protect existing popular destination points, such as Caesar Chavez Park and Chicano Park. The project would also provide a comprehensive parks strategy intended to accommodate the community throughout the next 20 years.	Consistent
30254	New or expanded public works shall be designed and limited to accommodating needs generated by development which is consistent with the division.	As discussed in Sections 4.10, Public Utilities, of this report, the size and extent of needed utilities have been determined based on the need of the project.	Consistent
30255	Coastal-dependent development shall have priority over other development on or near the coastline. Except as provided elsewhere in this division, coastal dependent developments shall not be sited in a wetland.	Industrial and other uses that are coastal dependent currently exist under the jurisdiction of the Port of San Diego and Naval Base San Diego. Both scenarios of the proposed project would locate industrial and other commercial land uses that rely on the coast near the existing uses not under the City's jurisdiction (i.e. between Main St. and Harbor Dr.). No development would occur in Chollas Creek; which is the only wetland in the project area.	Consistent

TABLE 4.1-9
CALIFORNIA COASTAL ACT (PUBLIC RESOURCES CODE SECTION 30000, et seq.) CONSISTENCY
(Continued)

		Analysis	Consistency
Article 7	**Industrial Development**		
30260	Coastal dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division.	Industrial uses that are coastal dependent currently exist under the jurisdiction of the Port of San Diego and Naval Base San Diego. The proposed project would locate industrial and other commercial land uses that rely on the coast near the existing uses not under the City's jurisdiction. A significant amount of industrial tenants in the project area are associated with providing goods and services for maritime trade operations. Under Scenario 2, the project would provide additional land area for prime industrial lands expansion south of 32nd Street and west of Harbor Drive.	Consistent

No significant adverse environmental effects would result from the adoption of the proposed CPU in terms of consistency or conflict with the RCP, for either Scenario 1 or Scenario 2.

f. Port District Regulations and Policies

Although the proposed CPU boundary includes land seaward of the mean high tide, these lands are under the jurisdiction of the Port District, and land use decisions for these areas are not subject to regulation by the City. However, the proposed CPU's policies would be compatible with the Port District's land use plans and general marine or waterfront activities.

The proposed CPU implements the intent of the Port District Transition Zone Policy. No residential uses are proposed to be located adjacent to Harbor Drive or Main Street south of 28th Street. The areas adjacent to Harbor Drive are designated – from north to south – as Office Commercial, Community Commercial, and Neighborhood Commercial in Scenario 1; and Maritime-Oriented Commercial, Heavy Commercial, and Neighborhood Commercial in Scenario 2. See Figures 3-8a and 3-8b for Transition Area boundaries.

As such, the proposed CPU under both scenarios does not propose land uses that would interfere with implementation of the Port District's Master Plan, and therefore, no significant impacts would result.

g. Naval Station San Diego and NAS North Island

Naval Station San Diego is within the proposed CPU boundary, occupying 739.3 acres of land east and west of the southern portion of the proposed CPU area and Harbor Drive and west of I-5 and SR-15. These lands are under the jurisdiction of the Navy, and land use decisions for these areas are not subject to regulation by the City. However, the proposed CPU's policies would be compatible with the Naval Station San Diego land use plans and general marine and waterfront activities. As such, the proposed CPU under both scenarios does not propose land uses that would interfere with implementation of the Naval Station San Diego Master Plan, and therefore, no significant impacts would result.

Due to the distance that separates NAS North Island from the proposed CPU area, proposed land uses for Scenarios 1 and 2 would not interfere with ongoing flight operations or land uses at NAS North Island. No significant impacts would result.

h. Chollas Creek Enhancement Program

As stated in the proposed CPU, Las Chollas Creek offers the most significant opportunity to provide natural open space that is accessible to residents. The main and southern channels of Las Chollas Creek bisect the proposed CPU area and connect with

the bay in Naval Station San Diego. Las Chollas Creek is a 25-mile natural drainage system that originates in Lemon Grove and contributes to improving water quality through natural filtration.

The policies contained in Section 7.2 of the Recreation Element within the proposed CPU contain directives for protecting and enhancing "Las Chollas Creek's natural resources while allowing for a certain level of public recreational and educational use." As such, the proposed CPU is consistent with the goals and objectives of the Chollas Creek Enhancement Program, and no significant impact would result from project implementation.

4.1.3.2 Significance of Impacts

a. City of San Diego General Plan

As discussed above, both proposed CPU land use scenarios designate a Community Village close to transit, employment, and other significant urban uses, which is consistent with the General Plan and the City of Villages strategy. Similarly, non-residential uses have been proposed within the Transition Area under both scenarios to ensure that residential uses are buffered from the existing and potential future industrial uses characteristic of the waterfront, west of Harbor Drive. Furthermore, as discussed in detail in Section 4.1.3.1.a, the policies developed for the proposed CPU associated with each of the 10 elements were drafted in a manner that is generally consistent with the General Plan, supporting diversity of development within the community, striving to provide infrastructure concurrent with need, and emphasizing the cultural and historical significance of the community.

However, based on the analysis presented in Section 4.4 of this PEIR, neither Scenario 1 nor 2 would conform to General Plan thresholds for exposure of noise sensitive land uses. Although a regulatory framework is in place for developing project-level noise protection measures for future discretionary projects, and future projects would be required to comply by law with the SDMC and Title 24, significant noise impacts to sensitive land uses would remain, since future noise levels would exceed City standards. No feasible mitigation is available, and impacts would be significant and unmitigable.

b. Land Development Code Regulations

As discussed in Section 4.1.3.1 and shown in Table 4.1-7, an amendment to the LDC which is included as part of the proposed CPU analyzed within this PEIR would rescind the existing BLPDO that serves as the proposed CPU area's zoning regulations and replace it with citywide zoning intended to accommodate existing desirable uses and encourage future development consistent with the proposed CPU under either land use plan scenario.

Additionally, the existing Parking Impact Overlay Zone (contained within Chapter 13, Article 2, Division 8 of the LDC) increases the off-street parking requirements in designated areas of the city, including designated beach areas and other areas with high parking demand. The proposed CPU area is currently within a Beach Impact Area Parking Impact Overlay Zone subject to the requirements in Chapter 13, Article 2, Division 8 Parking Impact Overlay Zone 142.0530 described above; however, with adoption of the proposed CPU and associated LDC amendments, the Parking Impact Overlay Zone within the proposed CPU area would be replaced with the citywide basic parking requirements. Implementation of basic parking requirements would reduce the number of parking spaces required of proposed new development projects compared to current requirements. This proposed change is intended to help incentivize redevelopment of Barrio Logan, while at the same time encourage use of alternative transportation modes. The proposed CPU design also features transit-oriented uses intended to encourage greater transit and other alternative modes of transportation to reduce congestion and parking demand. Impacts would therefore be less than significant.

As discussed in Section 4.1.3.1, there is a small area of environmentally sensitive lands that occur within the proposed CPU associated with the Las Chollas Creek floodplain. Regardless of the scenario, land within the proposed CPU designated as environmentally sensitive lands would be required to adhere to the ESL Regulations of the LDC, and therefore, significant impacts would be avoided.

c. City of San Diego MSCP

Proposed project implementation would not have significant impacts on the MSCP (and the project would be consistent with the MSCP), as there are no MHPA lands within the proposed CPU area. Therefore, no impact would occur.

d. Coastal Act

The proposed CPU under both scenarios demonstrates general conformance with standards and policies addressing public access, recreation, marine environment, land resources, development, and industrial development as provided in Chapter 3 of the Coastal Act (see Table 4.1-9). With the approval of the Coastal Categorical Exclusion, a portion of the proposed CPU area would have coastal consistency ensured through a ministerial review of the project's conformance to the LDC, which has been certified by the CCC. The remaining portion of the community will continue to be required to obtain a CDP and consistency will be determined through compliance with the adopted plan and the LDC.

e. SANDAG's Regional Comprehensive Plan

The proposed CPU incorporates the multi-modal strategy of the RCP through the designation of a high-density mixed-use village along a rapid bus transit corridor. In addition, the CPU includes policies related to land use, mobility, and circulation/transportation that promote the RCP's smart growth strategies. As such, impacts would be less than significant for either Scenario 1 or Scenario 2.

f. Port District Regulations and Policies

The proposed CPU incorporates the Port District's Transition Zone Policy by providing transitional buffer zones between heavy industrial or commercial uses and more sensitive areas that allow residential under both Scenario 1 and Scenario 2. Therefore, the proposed CPU land use scenarios would implement a collocation strategy by establishing transition areas that only permit uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the industrial zones associated with the Port District and Naval lands. The proposed CPU would therefore be consistent with the Port District land use plans, and no significant impacts would result from project implementation.

g. Naval Station San Diego

The proposed CPU's policies would be compatible with the Naval Station San Diego land uses and general marine and waterfront activities. As such, the proposed CPU, under both scenarios, would not propose land uses that interfere with implementation of the Naval Station San Diego planning efforts.No significant impacts would occur.

h. Chollas Creek Enhancement Program

Proposed project implementation would not have significant impacts on the Chollas Creek Enhancement Program, as policies contained within the Recreation and Conservation Elements of the proposed CPU promote the protection and enhancement of Las Chollas Creek consistent with the Enhancement Program. Therefore, impacts would be less than significant.

4.1.3.3 Summary of Impacts

The proposed CPU under both scenarios would conflict with General Plan land use policies and the SDMC with regard to exposure of noise-sensitive land uses to noise levels that exceed City standards. This would result in significant and unmitigable noise impacts to sensitive land uses.

Land uses impacts for all other issues would not conflict with the environmental goals of an adopted plan, land use designations, policies or other regulations of state or federal agencies with jurisdiction over the City, or with any adopted environmental plans, including applicable habitat conservation plans.

4.1.3.4 Mitigation, Monitoring, and Reporting

Conformance to the General Plan, proposed CPU policies, and SDMC, as well as the California Building Code (CBC) as applicable, would generally preclude significant impacts for both Scenario 1 and Scenario 2. Such compliance with the above referenced City codes, along with other federal, state, and local regulations, is required of all projects and is not considered to be mitigation. However, it is possible that for certain land uses, particularly those with existing sensitive receptors, adherence to proposed CPU policies and noise regulations may not adequately attenuate interior or exterior noise levels generated during build-out of the proposed CPU under either scenario. Therefore, Scenario 1 and Scenario 2 could result in the exposure of noise-sensitive land uses to both exterior and interior future noise levels that exceed those established in the adopted General Plan or SDMC. Therefore, noise impacts to sensitive land uses would remain significant and unmitigable.

4.1.4 Issue 3: Airport Land Use Compatibility Plan Consistency

Could implementation of the proposed CPU result in land uses that are not compatible with any applicable Airport Land Use Compatibility Plans?

4.1.4.1 Impacts

The proposed CPU area is not within the airport influence area for the adopted (2004) ALUCP for the SDIA; nor is it within the Accident Potential Zones for the published (2011) AICUZ Study for NAS North Island. However, the proposed CPU area is within the Federal Code of Regulations, Title 14, Part 77 notification area. Proposed projects that meet the Federal Code of Regulations, Title 14, Part 77 notification criteria are required to submit a "Notice of Construction or Alteration" to the FAA. The City requires that a valid FAA determination be submitted to the City prior to obtaining development and building permits. For development under the proposed CPU, all projects that require notification to the FAA would be required to submit a FAA Determination of No Hazard to Air Navigation to the City prior to recommendation of (discretionary) approval, or approval of (ministerial), the project.

To ensure future development completed under the proposed CPU is compatible with any new or updated ALUCPs for the SDIA or NAS North Island, the ALUC will review the proposed CPU if the airport influence area is updated to include the project area. The

City's General Plan and the proposed CPU contain polices, and the SDMC contains regulations, to ensure that new development proposals are consistent with ALUCP policies. These policies and regulations ensure future development is compatible with airport operations. As such, no significant impacts would result from either Scenario 1 or Scenario 2.

4.1.4.2 Significance of Impacts

The proposed CPU is not within the ~~a~~Airport ~~i~~Influence ~~a~~Area for the adopted ALUCP for SDIA or an Accident Potential Zone for the published AICUZ Study for NAS North Island, but future development could require notification to the FAA per Federal Code of Regulations, Title 14, Part 77. Future development under either of the proposed CPU ~~scenario~~ land use scenarios would be required to obtain an FAA Determination of No Hazard to Air Navigation prior to the recommendation for approval or either scenario or approval of a future ~~the~~ development project. In addition, the General Plan and proposed CPU include~~s~~ policies that, along with the SDMC regulations, ensure future development would be compatible with airport operations. As such, no significant impacts would result. Therefore, no mitigation would be required.

4.1.5 Issue 4: Community Division

Would the proposed CPU physically divide an established community?

4.1.5.1 Impacts

As discussed above in Section 4.1.1.1, Existing Conditions, the current makeup of the proposed CPU area includes a mix of land uses; some of these uses are considered incompatible with adjacent sensitive uses. As such, residential use areas may currently be divided by industrial and commercial uses. Under either Scenario 1 or Scenario 2, the proposed CPU, over time, would improve land use compatibility. Buffers or transitional uses would separate sensitive residential areas from industrial use areas as compared to what is currently allowed under the existing Community Plan.

The land use plan, development standards, design guidelines, and planned mobility and infrastructure enhancements associated with the proposed CPU would encourage residential development, which forms neighborhood units (i.e., Community Village). This in turn could foster social interaction within the neighborhood, and community cohesion. The siting of mixed uses in proximity to each other, the provision of enhanced pedestrian corridors and bicycle amenities, and the planned changes to the street network would additionally serve to foster community connectivity.

Under both land use scenarios of the proposed CPU, the existing concentration of residential in the northern portion of the proposed CPU area would remain, as would the concentration of residential in the southern portion of the planning area, along Boston Avenue south of 28th Street. Under both scenarios, a Community Village would be designated bounded roughly by Evans Street to the south, Harbor Drive to the west, South 16th Street to the north, and I-5 to the east to promote and enhance community cohesiveness.

The Scenario 1 land use plan provides a reduction in industrial uses within the proposed CPU that would provide a slightly more cohesive mix of residential over the Scenario 2 land use plan. However, these differences are negligible, and impacts from either scenario would be less than significant.

Goals of the proposed CPU Land Use Element that address community connectivity include supporting a vibrant, pedestrian-oriented community village within the proposed CPU area that provides diverse and affordable housing opportunities and encourages quality neighborhood and community-supporting institutional and commercial uses. As mentioned above, these goals are the same under both scenarios.

Overall, incorporation of the goals and recommendations of the elements contained in the proposed CPU would enhance community connectivity and would not physically divide an established community. Potential impacts to community cohesiveness would therefore be less than significant.

4.1.5.2 Significance of Impacts

The proposed CPU under both scenarios would not physically divide an established community, and associated land use impacts would not be significant. Community connectivity would be enhanced by provisions in the proposed CPU that establish a Community Village and improve pedestrian and transit amenities. No significant impacts have been identified; therefore, no mitigation would be required.

4.1.6 Issue 5: Adjacent Land Use Compatibility

Would the proposed CPU create substantial incompatibilities between adjacent land uses?

4.1.6.1 Impacts

The proposed CPU, over time, is intended to reduce the number and severity of incompatible uses within the plan area. As discussed in Section 4.1.1.2, the proposed CPU planning area currently experiences numerous instances of incompatible uses where residential and industrial uses abut one another. A primary focus of the proposed

CPU is to address the existing incompatibility of land uses by providing new land use designations that separate industrial, residential, and sensitive-receptor uses into more appropriate locations within the proposed CPU area. While existing incompatible uses would be allowed to remain (previously conforming), the goal is that over time these uses would be relocated to more appropriate areas. The proposed CPU also identifies transitional buffer zones to further ensure long term compatibility as future development occurs.

Residential uses adjacent to industrial areas may also be negatively affected by noise from adjacent industrial areas in excess of residential noise standards; a negative community visual character caused by disproportionate bulk, height or design of industrial structures; roadway congestion and mobility hazards due to industrial truck traffic; and increased health risks due to industrial air pollutants and hazardous materials use, storage, waste disposal, and transport. Conversely, while not subjected to adverse environmental effects from adjacent residential uses, industrial uses can be adversely affected by collocation through potential increase in operating costs due to nuisance abatement for such items as light, glare, odors, noise, air quality, and truck idling, as well as by the threat of residents' advocating for reduction in hours of operation and/or equipment operation.

As part of the planning for the proposed CPU area, a collocation/buffer strategy was developed. The purpose is to minimize land use conflicts and preserve the most important types of industrial land, including Prime Industrial Land, from encroachment by residential or other sensitive receptor land uses. Additionally, this collocation/buffer strategy would reduce potential conflicts between residential and other sensitive uses (i.e., schools) to protect health and safety by reducing noise, air quality, and hazardous materials/hazardous substances exposure. The collocation/buffer strategy relies on the hazardous materials Environmental Data Resources Area Study, which is discussed in more detail in Section 4.7, Human Health/Public Safety/Hazardous Materials, and included as Appendix E. The intent of the collocation/buffer strategy was to identify and categorize sources of community health risks. Once this information was identified, measures were taken to address potential public safety and economic impacts. In some cases, existing conditions or uses serve as a buffer from residential areas. In other cases, buffers have been established to protect sensitive receptors. The collocation/buffer strategy identifies a method for eliminating existing land use conflicts through the redesignation of land uses to more appropriate locations within the proposed CPU area.

As discussed in Section 4.1.4.1, to avoid or reduce the impacts of potential residential and industrial collocation or adjacency, both of the proposed CPU land use scenarios include a Transition Area which prohibits residential uses and only permits uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the industrial uses associated with the Port District and Naval Station San Diego lands.

Therefore, the proposed CPU under both scenarios would not create substantial incompatibilities, and impacts would be less than significant.

4.1.6.2 Significance of Impacts

A primary focus of the proposed CPU is to address the existing incompatibility of land uses by the redesignation of land uses to more appropriate locations within the proposed CPU area. While existing incompatible uses would be allowed to remain until such time as a development project is proposed, the goal is that over time these uses would be relocated to more appropriate areas. Therefore, the proposed CPU under both scenarios would resolve land use compatibilities over time. Impacts would be less than significant. Therefore, no mitigation would be required.

4.2 Transportation/Circulation/Parking

The following section summarizes the Traffic Impact Analysis for the Barrio Logan Community Plan Update prepared in March 2011 by Kimley-Horn and Associates, Inc. As a result of changes to the Scenario 2 land use plan, an Addendum to that analysis was prepared in June 2012 to address the revised Scenario 2. The complete Traffic Impact Analysis and Addendum (collectively referred to as the TIA) is included in Appendix B of this PEIR. The TIA contains analysis of the two land use scenarios, Scenario 1 and Scenario 2, and discusses the existing conditions, significance determination thresholds, potential impacts of the two alternative land use scenarios, and identifies mitigation measures, where required. The following summarizes the environmental effects of the two scenarios.

4.2.1 Existing Conditions

4.2.1.1 Local Circulation Network

The TIA evaluates roadway segments, freeway segments, and intersections. The TIA study area is based on the locations that could potentially be impacted by implementation of either scenario under the proposed CPU. Figure 4.2-1 shows the TIA study area and the existing street classifications. The principal roadways in the study area are described briefly below. The description includes the physical characteristics and classification of these roadways.

a. Roadway and Freeway Segments

Harbor Drive is a southeast-northwest trending, four-lane major arterial between Sigsbee Street and Vesta Street. The road has a raised or landscaped median along the entire length of the segment. Harbor Drive is a designated truck route and a Class II bikeway with bike lanes along both sides of the road. The street has intermittent curbs, sidewalks, and parallel parking along the northern side of the road. The southern side of Harbor Drive has limited curbs and sidewalks. Parallel parking is intermittently permitted between Schley Street and 32nd Street. The posted speed limit is 40 and 45 miles per hour (mph).

Cesar E. Chavez Parkway is a northeast-southwest trending, four-lane collector between Logan Avenue and National Avenue, and between Main Street and Harbor Drive. This road also functions as a three-lane collector between Logan Avenue and Kearny Avenue, and between National Avenue and Main Street. Cesar E. Chavez Parkway is lined with sidewalks and curbs on both sides of the road for the entire length of the street. Parallel parking is available on the west side of the street between National Avenue and Main Street. Signs prohibit trucks above five tons from traveling along Cesar E. Chavez Parkway. A northbound I-5 on-ramp is located at the intersection of Cesar E. Chavez Parkway and Kearney Avenue. A westbound SR-75 on-ramp is located at the intersection of Cesar E. Chavez Parkway and Logan Avenue. The posted speed limit is 30 mph.

Sampson Street is a northeast-southwest trending, two-lane collector between I-5 and Harbor Drive. Sidewalks, curbs, and parallel parking spaces are located on both sides of the road. Signs prohibit trucks above five tons from traveling along Sampson Street. The speed limit along Sampson Street is 25 mph within the study area.

26th Street is a north-south, two-lane collector between Logan Avenue and Main Street. Sidewalks, curbs, and parallel-parking spaces are located on both sides of the road. Signs prohibit trucks above five tons from traveling along 26th Street. The posted speed limit is 25 mph.

28th Street is a north-south, four-lane collector between Boston Avenue and Main Street, and a four-lane with raised median major arterial between Main Street and Harbor Drive. Between National Avenue and Boston Avenue, 28th Street functions as a three-lane collector with two northbound lanes and a southbound lane. This street is a designated truck route. Sidewalks and curbs line both sides of the street for the entire length of the segment. Parallel parking is available on both sides of the street between Main Street and Harbor Drive. The NASSCO shipyard is located at the southern end of 28th Street. South of Main Street, Naval Station San Diego fronts on the east side of 28th Street, including an access gate to the base. I-5 on- and off-ramps connect 28th Street to I-5 near the northern end of the segment. The posted speed limit is 30 mph.

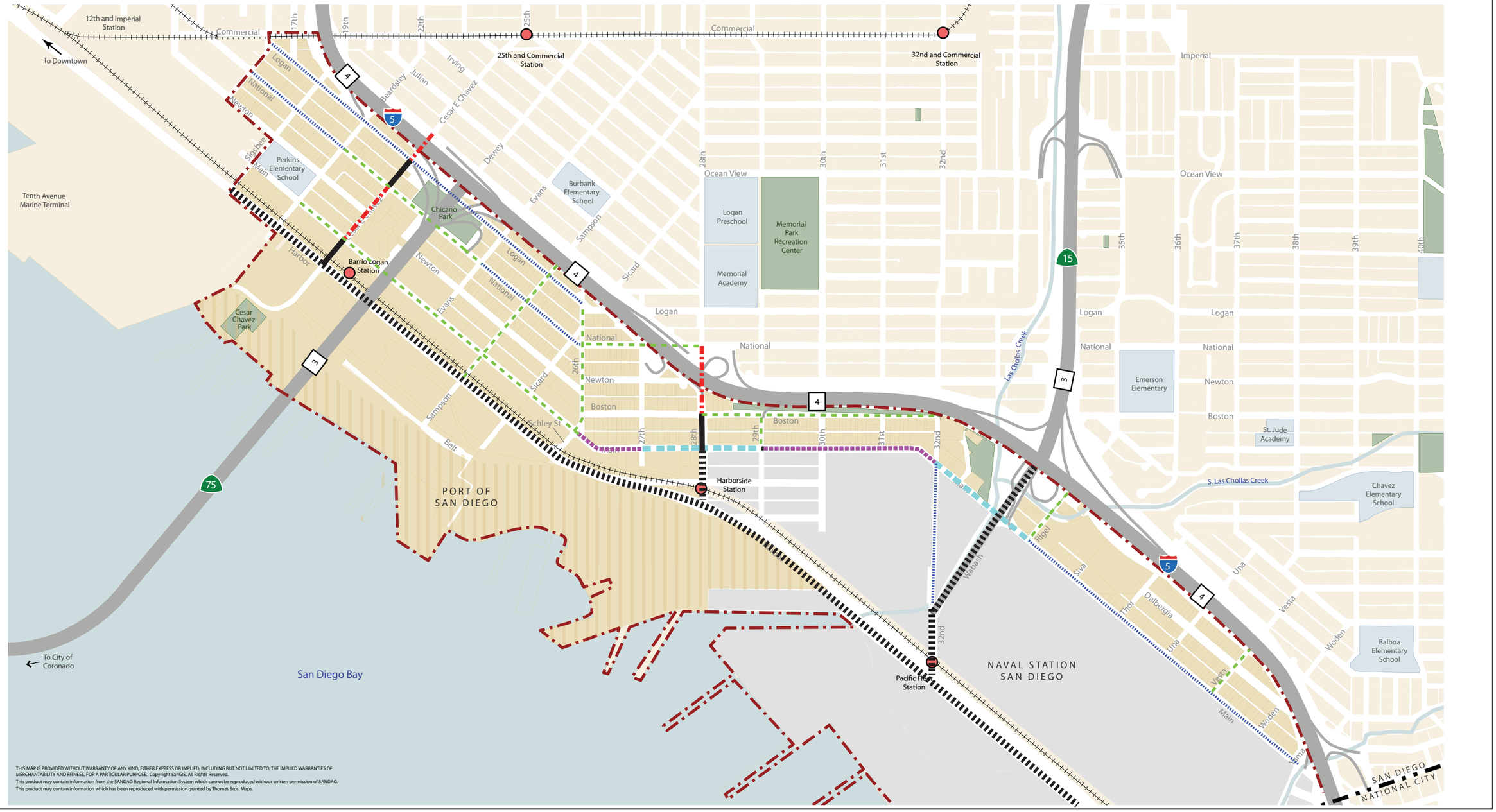
32nd Street is a north-south, two-lane collector between Main Street and Wabash Boulevard, and a four-lane major arterial between Wabash Boulevard and Harbor Drive. Between Wabash Boulevard and Harbor Drive, 32nd Street has additional auxiliary lane for the northbound and southbound directions. This segment is a designated truck route. Sidewalks and curbs are located on both sides of the road. 32nd Street provides access to SR-15 via Wabash Boulevard, which functions as an on- and off-ramp. South of Main Street, 32nd Street is completely fronted by Navy property. The entrance to Naval Station San Diego is located at the south end of 32nd Street. The speed limit along 32nd Street is 30 mph within the proposed CPU area.

Rigel Street is a northeast-southwest trending, two-lane collector between Dalbergia Street and I-5. This segment has sidewalks, curbs, and parallel-parking spaces on both sides of the street. The posted speed limit is 25 mph.

Vesta Street is a northeast-southwest trending, two-lane collector between Dalbergia Street and I-5. The road has sidewalks, curbs, and parallel-parking spaces on both sides of the road. The posted speed limit is 25 mph.

Logan Avenue is a southeast-northwest, two-lane collector between 17th Street and Sampson Street and has a two-way, left-turn lane in the middle. Logan Avenue has a southbound I-5 off-ramp at the intersection with Beardsley Street and a southbound I-5 on-ramp located between Cesar E. Chavez Parkway and Evans Street. Signs prohibit trucks

Map Source: Traffic Impact Analysis for the Barrio Logan Community Plan Update, March 2011



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Barrio Logan Community Plan Area
City Boundary
Freeway/Ramp
SDMTS Trolley and Station
Park/Open Space
School
Port District
Naval Station San Diego
2- Lane Collector (without TWLT)-(60' to 80' ROW)
2- Lane Collector (with TWLT)-(80' ROW)
3- Lane Collector (without TWLT)-(80' ROW)
3- Lane Collector (with TWLT)-(ROW varies)
4- Lane Collector (without TWLT)(80' ROW)
4- Lane Collector (with TWLT)(ROW varies)
4-Lane Major (ROW varies)
X Freeway main lane

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FIGURE 4.2-1
Roadway Classifications for Street Segments

above five tons from traveling along Logan Avenue. This segment has sidewalks, curbs, and parallel-parking on both sides of the road. The posted speed limit is 25 mph.

National Avenue is a southeast-northwest, two-lane collector between 16th Street and 27th Street, and a four-lane collector between Commercial Street and 16th Street. Signs prohibit trucks above five tons from traveling along National Avenue. An eastbound SR-75 off-ramp is located along National Avenue between Cesar E. Chavez Parkway and Evans Street. This segment of National Avenue has sidewalks, curbs, and parallel-parking on both sides of the road. Diagonal parking is provided on National Avenue on the south side of the street for portions of the segment between Beardsley Street and Evans Street. The posted speed limit is 30 mph.

Boston Avenue is an east-west, two-lane collector between 28th Street and 32nd Street. This road has sidewalks, curbs, and parallel-parking spaces on both sides of the street. A southbound I-5 on-ramp is located at the intersection with 29th Street. The posted speed limit is 25 mph.

Main Street is a southeast-northwest trending, two-lane collector between Beardsley Street and 26th Street, and between Rigel Street and Yama Street. Main Street also functions as a three-lane collector between 26th Street and 27th Street, and between 29th Street and 32nd Street; and a four-lane collector between 27th Street and 29th Street, and between 32nd Street and Rigel Street. Curbs and sidewalks are located on both sides of the road along the entire length of the segment. Signs prohibit trucks over five tons from traveling on Main Street, west of 26th Street. A northbound SR-15 on-ramp and a southbound SR-15 off-ramp are located between 32nd Street and Rigel Street. Southbound I-5 on- and off-ramps are also located near the intersection with Yama Street at the southernmost tip of the proposed CPU area. Main Street is a designated Class III bikeway. Parallel parking is intermittently permitted along both sides of the road. The posted speed limit is 35 mph.

Interstate 5 is classified and functions as an eight-lane freeway with four main lanes of traffic in each direction. I-5 provides connections for the community to locations to the north and the south within the region.

State Route 15 is classified and functions as a six-lane freeway with three main lanes of traffic in each direction. SR-15 provides connections to locations to the east and north within the region. SR-15 is a major truck corridor in Southern California.

State Route 75/San Diego-Coronado Bridge is classified and functions as a five-lane freeway. The traffic lanes on the bridge are separated by a movable median, which allows for three westbound traffic lanes in the morning and three eastbound traffic lanes in the afternoon and evening. The approach on each side of the bridge contains three lanes. An out-of-service toll plaza is located on the west side of the bridge and serves as a traffic calming device for vehicles entering the island. The San Diego-Coronado Bridge is designated as SR-75. The posted speed limit is 50 mph.

b. Intersections

The intersections within the proposed CPU area included in the TIA study area were selected based on several factors, which included the following:

- Roadways intersecting with each other that function as a collector or higher;
- On- and off-ramp intersections to/from freeways; and
- Intersections near approved and pending projects.

Based on the criteria listed above, a total of 41 intersections were selected for analysis and are shown on Figure 4.2-2 and listed in Table 4.2-1. As shown in the table, 21 of the 41 intersections evaluated are signalized, while 20 intersections are unsignalized with vehicles required to stop on one leg, two legs, or all legs of the intersection. Two of the intersections (Kearny Avenue/Cesar Chavez Parkway and National Avenue/28th Street) are outside of the proposed CPU area boundary. However, these intersections have been included as part of the TIA study area, since traffic heading to and from community via I-5 would travel through these two locations.

4.2.1.2 Level of Service Criteria

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment, intersection, or other facility. The concept of LOS is defined as a qualitative measure describing operational conditions within a traffic stream, and the motorist's perception of operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

a. Roadway Segments

The roadway LOS standards and thresholds the City applies within its jurisdiction provide the basis for analyzing roadway segment performance. The analysis of roadway segment LOS is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and existing or forecasted average daily traffic (ADT) volumes. Table 4.2-2 presents the roadway segment capacity and LOS standards used to analyze roadway segments based on the City's Traffic Impact Study Manual (July 1998).

Map Source: Traffic Impact Analysis for the Barrio Logan Community Plan Update, March 2011

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- Barrio Logan Community Plan Area
- City Boundary
- Freeway/Ramp
- SDMTS Trolley and Station
- Park/Open Space
- School
- Port District
- Naval Station San Diego
- XX Study Intersection ID

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FIGURE 4.2-2
Study Intersections

TABLE 4.2-1
INTERSECTIONS WITHIN THE TIA STUDY AREA

	Intersection	Stop Control
1	Commercial St & 16th St	Signal
2	National Ave & 16th St	Two-Way Stop
3	National Ave & Sigsbee St	Signal
4	Newton Ave & Sigsbee St	All-Way Stop
5	Main St & Sigsbee St	All-Way Stop
6	Harbor Dr & Sigsbee St	One-Way Stop
7	Logan Ave & Beardsley St – I-5 southbound on-ramp	All-Way Stop
8	National Ave & Beardsley St	All-Way Stop
9	Newton Ave & Beardsley St	All-Way Stop
10	Main St & Beardsley St	All-Way Stop
11	Harbor Dr & Beardsley St	One-Way Stop
12	Kearney St & Cesar E. Chavez Pkwy	Signal
13	Logan Ave & Cesar E. Chavez Pkwy	Signal
14	National Ave & Cesar E. Chavez Pkwy	Signal
15	Newton Ave & Cesar E. Chavez Pkwy	Signal
16	Main St & Cesar E. Chavez Pkwy	Signal
17	Harbor Dr & Cesar E. Chavez Pkwy	Signal
18	Logan Ave & I-5 southbound on-ramp	One-Way Stop
19	National Ave & SR-75 off-ramp	One-Way Stop
20	National Ave & Evans St	Two-Way Stop
21	Newton Ave & Evans St	Two-Way Stop
22	Main St & Evans St	One-Way Stop
23	Logan Ave & Sampson St	All-Way Stop
24	National Ave & Sampson St	Signal
25	Newton Ave & Sampson St	All-Way Stop
26	Main St & Sampson St	All-Way Stop
27	Harbor Dr & Sampson St	Signal
28	National Ave & Sicard St	Two-Way Stop
29	National Ave & 26th St	All-Way Stop
30	National Ave & I-5 southbound off-ramp	One-Way Stop
31	Main St & 26th St-Schley St	All-Way Stop
32	Harbor Dr & Schley St	Signal
33	National Ave & 28th St	Signal
34	Boston Ave & 28th St	Signal
35	Main St & 28th St	Signal
36	Harbor Dr & 28th St	Signal
37	Boston Ave & I-5 southbound on-ramp -29th St	One-Way Stop
38	Main St & 32nd St	Signal
39	32nd St & Wabash St	Signal
40	Harbor Dr & 32nd St	Signal
41	Main St & SR-15 on/off-ramps	Signal

TABLE 4.2-2
ROADWAY CLASSIFICATIONS, LOS, AND ADT

Classification	Lanes	LOS (data is in ADT) A	B	C	D	E
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Major Arterial	6	20,000	28,000	40,000	45,000	50,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Collector	4	10,000	14,000	20,000	25,000	30,000
Collector (no center lane continuous left-turn lane)	4 2	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (multi-family)	2	2,500	3,500	5,000	6,500	8,000
Sub-collector (single-family)	2	--	--	2,200	--	--

City of San Diego Trafffic Impact Study manual (July 1998) Source: KHA 2011 (see Appendix B).

b. Intersections

LOS for signalized intersections is defined in terms of delay, which is a measurement of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At an all-way stop controlled intersection, the delay reported is the average control delay of the intersection. At a one-way or two-way stop controlled intersection, the delay reported represents the worst movement, typically the left-turns from the minor street approach. The criteria for the various LOS designations are given in Table 4.2-3.

TABLE 4.2-3
LOS CRITERIA FOR INTERSECTIONS

LOS	Control Delay (seconds per vehicle)		Description
	Signalized Intersections*	Unsignalized Intersections†	
A	≤10.0	≤10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and ≤20.0	>10.0 and ≤15.0	Operations with good progression but with some restricted movement.
C	>20.0 and ≤35.0	>15.0 and ≤25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and ≤55.0	>25.0 and ≤35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55.0 and ≤80.0	>35.0 and ≤50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

*2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2

†2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

c. Freeway Segments

Freeway segments were analyzed using procedures developed by Caltrans, District 11. The procedures involve comparing the peak-hour volume of the mainline freeway segment to the theoretical capacity of the segment, which results in a volume to capacity (v/c) ratio. The calculated v/c ratio is then compared to the accepted ranges of v/c ratio values corresponding to the respective LOS, as shown in Table 4.2-4. Note that Caltrans has developed four levels of freeway congestion within LOS F, ranging from F_0 (considered congestion) to F_3 (gridlock). Any facility operating at LOS E or F is considered to have a significant impact.

Freeway segments studied for the proposed CPU include segments along I-5, SR-15 and SR-75. None of the freeway ramps within the proposed CPU area are metered.

TABLE 4.2-4
LOS CRITERIA FOR FREEWAY SEGMENT ANALYSIS

LOS	v/c Ratio	Congestion/Delay	Traffic Description
A	<0.41	None	Free Flow
B	0.41-0.62	None	Free to stable flow, light to moderate volumes
C	0.63-0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81-0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, and very limited freedom to maneuver
E	0.93-1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor
F_0	1.01-1.25	Considerable 0-1 hour delay	Forced flow, heavy congestion, long queues from behind breakdown points, stop and go.
F_1	1.26-1.35	Severe 1-2 hour delay	Very heavy congestion, very long queues
F_2	1.36-1.45	Very Severe 2-3 hour delay	Extremely heavy congestion, very long queues.
F_3	>1.46	Extremely Severe 3+ hours of delay	Gridlock

NOTE: Based on the 1992 Caltrans guidelines.

4.2.1.4 Existing Traffic Volumes

a. Roadway Segments

The existing ADT volumes for roadway segments are shown in Figure 4.2-3. Table 4.2-5 shows existing roadway segment LOS based on the City's roadway capacity criteria to determine LOS. All roadway segments currently function at an acceptable LOS (LOS D or better), except for the following seven roadway segments:

- 28th Street between I-5 and Boston Avenue (LOS E)
- 32nd Street between Main Street and Wabash Boulevard (LOS E)
- National Avenue between Sicard Street and 27th Street (LOS F)
- Main Street between 28th Street and 32nd Street (LOS F)
- Main Street between 32nd Street and Rigel Street (LOS F)
- Main Street between Rigel Street and Una Street (LOS F)
- Main Street between Una Street and the I-5 southbound off-ramp (LOS F)

Map Source: Traffic Impact Analysis for the Barrio Logan Community Plan Update, March 2011

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Barrio Logan Community Plan Area
City Boundary
Freeway/Ramp
SDMTS Trolley and Station
Park/Open Space
School
Port District
Naval Station San Diego

0 Feet 1,000

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FIGURE 4.2-3
Existing ADT Volumes

TABLE 4.2-5
EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	LOS
Cesar Chavez Pkwy					
north of Logan Ave	3 Lane Collector (with TWLT)	22,500	14,170	0.63	C
between Logan Ave and National Ave	4 Lane Collector (with TWLT)	30,000	15,300	0.51	C
between National Ave and Newton Ave	3 Lane Collector (with TWLT)	22,500	12,494	0.56	C
between Newton Ave and Main St	3 Lane Collector (with TWLT)	22,500	11,812	0.53	C
between Main St and Harbor Dr	4 Lane Collector (with TWLT)	30,000	10,381	0.35	B
Sampson St					
between I-5 and National Ave	2 Lane Collector (No TWLT)	8,000	3,086	0.39	B
between National Ave and Harbor Dr	2 Lane Collector (No TWLT)	8,000	2,561	0.32	B
26th St					
between National Ave and Main St	2 Lane Collector (No TWLT)	8,000	2,380	0.30	A
28th St					
between I-5 and Boston Ave	3 Lane Collector (with TWLT)	22,500	22,000	0.98	E
between Boston Ave and Main St	4 Lane Collector (with TWLT)	30,000	18,856	0.63	C
between Main St and Harbor Dr	4 Lane Major Arterial	40,000	16,658	0.42	B
32nd St					
between Main St and Wabash Blvd	2 Lane Collector (with TWLT)	15,000	13,172	0.88	E
between Wabash Blvd and Harbor Drive	4 Lane Major Arterial	40,000	19,785	0.50	B
Rigel St					
between Main St and I-5	2 Lane Collector (No TWLT)	8,000	1,723	0.22	A
Vesta St					
between Main St and I-5	2 Lane Collector (No TWLT)	8,000	4,900	0.61	C
Logan Ave					
between 17th St and Sigsbee St	2 Lane Collector (with TWLT)	15,000	3,659	0.24	A
between Sigsbee St and Cesar Chavez Pkwy	2 Lane Collector (with TWLT)	15,000	7,478	0.50	C
between Cesar Chavez Pkwy and 26th St	2 Lane Collector (with TWLT)	15,000	2,954	0.20	A
National Ave					
between 16th St and Sigsbee St	2 Lane Collector (with TWLT)	15,000	2,603	0.17	A
between Sigsbee St and Beardsley St	2 Lane Collector (with TWLT)	15,000	4,500	0.30	A
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	8,000	3,511	0.44	C
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (No TWLT)	8,000	4,643	0.58	C
between Evans St and Sicard St	2 Lane Collector (with TWLT)	15,000	3,677	0.25	A

TABLE 4.2-5
EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY
(Continued)

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	LOS
between Sicard St and 27th St	2 Lane Collector (No TWLT)	8,000	8,445	1.06	**F**
Boston Ave					
between 28th St and 32th St	2 Lane Collector (No TWLT)	8,000	2,420	0.30	A
Main St					
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (No TWLT)	8,000	3,566	0.45	C
between Cesar Chavez Pkwy and 26th St	2 Lane Collector (No TWLT)	8,000	2,598	0.33	B
between 26th St and 28th St	3 Lane Collector (No TWLT)	11,250	7,435	0.66	C
between 28th St and 32nd St	3 Lane Collector (No TWLT)	11,250	11,266	1.00	**F**
between 32nd St and Rigel St	4 Lane Collector (No TWLT)	15,000	21,100	1.41	**F**
between Rigel St and Una St	2 Lane Collector (with TWLT)	15,000	15,944	1.06	**F**
between Una St and I-5 southbound off-ramp	2 Lane Collector (with TWLT)	15,000	15,177	1.01	**F**
Harbor Dr					
between Beardsley St and Cesar Chavez Pkwy	4 Lane Major Arterial	40,000	12,094	0.30	A
between Cesar Chavez Pkwy and Sampson St	4 Lane Major Arterial	40,000	13,778	0.34	A
between Sampson St and Schley St	4 Lane Major Arterial	40,000	9,080	0.23	A
between Schley St and 28th St	4 Lane Major Arterial	40,000	8,816	0.22	A
between 28th St and 32nd St	4 Lane Major Arterial	40,000	18,900	0.47	B
between 32nd St and Vesta St	4 Lane Major Arterial	40,000	16,320	0.41	B

SOURCE: Kimley-Horn and Associates, Inc., 2011
Notes:
TWLT= Two-way left-turn lane (or center lane)
Bold values indicate roadway segments operating at unacceptable LOS E or F.
(a) Existing roadway classifications are based on field observations.
(b) Average Daily Traffic (ADT) volumes for the roadway segments were collected between 1999-2010.
(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

b. Intersections

As shown in Table 4.2-6, the existing study intersections currently function at acceptable levels, with the exception being the following intersection:

- Boston Avenue and I-5 southbound on-ramp at 29th Street (LOS F – P.M. peak hour)

c. Freeway Segments

Freeways I-5, SR-15, and SR-75 were analyzed in the TIA. Existing LOS of the freeway segments within the proposed CPU area range from LOS C to LOS E. As shown in Table 4.2-7, all freeway segments function at an acceptable LOS in the study area, with the following exception:

- I-5 between SR-15 and Division Street (LOS E – A.M. peak hour)

4.2.1.5 Truck Traffic

The proposed CPU area's location between major freeways and intensive marine-related and industrial uses, specifically the Tenth Avenue Marine Terminal in the Port District, affects access routes between industrial and commercial locations and the I-5. A 2004 Barrio Logan Truck Study, prepared by Wildan, found that within certain areas in the proposed CPU area, trucks comprise a high percentage of the vehicular traffic on certain roadways in the proposed CPU area. According to the 2004 study, approximately 32 percent of the vehicles on Cesar E. Chavez Parkway, south of Harbor Drive, consisted of trucks. Along Cesar E. Chavez Parkway between Harbor Drive and I-5, the truck percentage ranged between 16 and 18 percent of the total traffic volume on the street. Along Harbor Drive, the percentage of truck traffic decreased from approximately 10 percent near Cesar E. Chavez Parkway to approximately seven percent near 32nd Street.

However, since the time that the 2004 study was completed, truck restrictions on various roadways in the proposed CPU area have been implemented, and trucks traveling to and from the Tenth Avenue Marine Terminal over five tons are required to use 28th Street for access to I-5.

Vehicle classification counts were obtained on June 11 and 12, 2008, along Cesar E. Chavez Parkway between National Avenue and Newton Avenue. The average of the two days of data indicated that on a daily basis, 13 percent of the total vehicles along this segment are trucks. Although there has been a decline in truck traffic along Cesar E. Chavez Parkway, it appears that the truck restrictions along Cesar E. Chavez Parkway are not effective, and field observations have verified that trucks are still present on this roadway.

TABLE 4.2-6
EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	EXISTING	
				DELAY (a)	LOS (b)
1	Commercial St & 16th St	Signal	A.M.	19.4	B
			P.M.	24.6	C
2	National Ave & 16th St	Two-Way Stop	A.M.	11.7	B
			P.M.	12.5	B
3	National Ave & Sigsbee St	Signal	A.M.	9.6	A
			P.M.	9.6	A
4	Newton Ave & Sigsbee St	All-Way Stop	A.M.	7.9	A
			P.M.	7.6	A
5	Main St & Sigsbee St	All-Way Stop	A.M.	7.4	A
			P.M.	7.4	A
6	Harbor Dr & Sigsbee St	One-Way Stop	A.M.	17.0	C
			P.M.	18.1	C
7	Logan Ave & Beardsley St – I-5 southbound on-ramp	All-Way Stop	A.M.	11.1	B
			P.M.	11.9	B
8	National Ave & Beardsley St	All-Way Stop	A.M.	8.5	A
			P.M.	8.7	A
9	Newton Ave & Beardsley St	All-Way Stop	A.M.	8.5	A
			P.M.	8.2	A
10	Main St & Beardsley St	All-Way Stop	A.M.	8.5	A
			P.M.	7.8	A
11	Harbor Dr & Beardsley St	One-Way Stop	A.M.	20.3	C
			P.M.	18.3	C
12	Kearney St & Cesar E. Chavez Pkwy	Signal	A.M.	21.7	C
			P.M.	21.2	C
13	Logan Ave & Cesar E. Chavez Pkwy	Signal	A.M.	14.0	B
			P.M.	13.0	B
14	National Ave & Cesar E. Chavez Pkwy	Signal	A.M.	11.0	B
			P.M.	14.0	B
15	Newton Ave & Cesar E. Chavez Pkwy	Signal	A.M.	8.1	A
			P.M.	9.1	A
16	Main St & Cesar E. Chavez Pkwy	Signal	A.M.	9.6	A
			P.M.	8.7	A
17	Harbor Dr & Cesar E. Chavez Pkwy	Signal	A.M.	33.2	C
			P.M.	43.6	D
18	Logan Ave & I-5 southbound on-ramp	One-Way Stop	A.M.	8.8	A
			P.M.	9.9	A

TABLE 4.2-6
EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY
(Continued)

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	EXISTING	
				DELAY (a)	LOS (b)
19	National Ave & SR-75 off-ramp	One-Way Stop	A.M.	10.1	B
			P.M.	11.0	B
20	National Ave & Evans St	Two-Way Stop	A.M.	11.2	B
			P.M.	11.9	B
21	Newton Ave & Evans St	Two-Way Stop	A.M.	9.8	A
			P.M.	9.8	A
22	Main St & Evans St	One-Way Stop	A.M.	9.3	A
			P.M.	9.6	A
23	Logan Ave & Sampson St	All-Way Stop	A.M.	10.0	B
			P.M.	10.7	B
24	National Ave & Sampson St	Signal	A.M.	10.3	B
			P.M.	9.4	A
25	Newton Ave & Sampson St	All-Way Stop	A.M.	7.5	A
			P.M.	7.6	A
26	Main St & Sampson St	All-Way Stop	A.M.	8.6	A
			P.M.	8.2	A
27	Harbor Dr & Sampson St	Signal	A.M.	23.1	C
			P.M.	27.1	C
28	National Ave & Sicard St	Two-Way Stop	A.M.	12.0	B
			P.M.	11.4	B
29	National Ave & 26th St	All-Way Stop	A.M.	8.7	A
			P.M.	8.8	A
30	National Ave & I-5 southbound off-ramp	One-Way Stop	A.M.	11.5	B
			P.M.	17.8	C
31	Main St & 26th St-Schley St	All-Way Stop	A.M.	7.7	A
			P.M.	8.0	A
32	Harbor Dr & Schley St	Signal	A.M.	19.6	B
			P.M.	14.1	B
33	National Ave & 28th St	Signal	A.M.	35.3	D
			P.M.	29.8	C
34	Boston Ave & 28th St	Signal	A.M.	10.6	B
			P.M.	17.7	B
35	Main St & 28th St	Signal	A.M.	23.4	C
			P.M.	29.2	C
36	Harbor Dr & 28th St	Signal	A.M.	34.3	C
			P.M.	45.6	D

TABLE 4.2-6
EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY
(Continued)

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	EXISTING	
				DELAY (a)	LOS (b)
37	Boston Ave & I-5 southbound on-ramp - 29th St	One-Way Stop	A.M.	17.3	C
			P.M.	260.7	**F**
38	Main St & 32nd St	Signal	A.M.	21.9	C
			P.M.	29.2	C
39	32nd St & Wabash St	Signal	A.M.	38.5	D
			P.M.	32.0	C
40	Harbor Dr & 32nd St	Signal	A.M.	31.7	C
			P.M.	51.1	D
41	Main St & SR-15 on/off-ramps	Signal	A.M.	10.8	B
			P.M.	11.5	B

SOURCE: Kimley-Horn and Associates, Inc., 2011
Notes:
Bold values indicate intersections operating at LOS E or F.
(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.
(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0
(c) Delay calculations based on SimTraffic 6.0 microsimulation. These intersections were analyzed with SimTraffic to account for interaction with the trolley

TABLE 4.2-7
EXISTING FREEWAY VOLUMES

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS
AM PEAK							
I-5							
J Street to SR-75 Junction	NB	4 M	9,400	164,000	7,793	0.829	D
	SB	4 M	9,400				
SR-75 Junction to 28th Street	NB	4 M	9,400	160,000	7,603	0.809	D
	SB	4 M	9,400				
28th Street to I-15 Interchange	NB	4 M	9,400	154,000	7,317	0.778	C
	SB	4 M	9,400				
I-15 Interchange to Division St	NB	4 M	9,400	188,000	8,933	0.950	**E**
	SB	4 M	9,400				
I-15							
I-5 Interchange to Ocean View Blvd	NB	3 M	7,050	95,000			
	SB	3 M	7,050		4,722	0.670	C
SR-75 (d)							
I-5 Interchange to Glorietta Blvd	WB	2 M	4,700	73,000			
	EB	3 M	7,050		4,629	0.657	C
PM PEAK							
I-5							
J Street to SR-75 Junction	NB	4 M	9,400	164,000			
	SB	4 M	9,400		7,036	0.749	C
SR-75 Junction to 28th Street	NB	4 M	9,400	160,000			
	SB	4 M	9,400		6,865	0.730	C
28th Street to I-15 Interchange	NB	4 M	9,400	154,000			
	SB	4 M	9,400		6,607	0.703	C
I-15 Interchange to Division St	NB	4 M	9,400	188,000			
	SB	4 M	9,400		8,066	0.858	D
I-15							
I-5 Interchange to Ocean View Blvd	NB	3 M	7,050	95,000	5,216	0.740	C
	SB	3 M	7,050				
SR-75 (d)							
I-5 Interchange to Glorietta Blvd	WB	3 M	7,050	73,000	4,585	0.650	C
	EB	2 M	4,700				

NOTES:

Bold values indicate freeway segments operating at LOS E or F.

M=Main Lane; A= Auxiliary Lane

(a) The capacity is calculated as 2,350 ADT per main lane and 1,200 ADT per auxiliary lane

(b) Traffic volumes provided by Caltrans

(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor This analysis evaluates the higher peak-hour direction of traffic

(d) SR-75 has reversible lanes

Additional truck counts were collected during the morning and afternoon peak hours along the Harbor Drive intersections between Cesar E. Chavez Parkway and Schley Street. These counts were collected in June and July of 2009. The purpose of the counts was to estimate the existing truck distribution for the port industrial sites. The counts indicated that the majority of truck traffic uses Schley Street and Main Street to access the I-5 ramps at 28th Street and Boston Avenue. Figure 4.2-4 shows the existing trucking circulation routes.

a. Truck Restrictions

Based on the recommendation outlined in the 2004 Willdan study, trucks over five tons are currently restricted along Cesar Chavez Parkway between I-5 and Harbor Drive. For the trucks accessing the Tenth Avenue Marine Terminal from I-5, the truck route is via 28th Street and Harbor Drive. A sign indicating the truck route is located on the south leg of the Cesar Chavez Parkway/Harbor Drive intersection.

However, based on field observations, trucks in excess of five tons are still using Cesar Chavez Parkway and Main Street, via Sampson Street and Schley Street, to access I-5. Trucks using Main Street to/from I-5 are avoiding the 28th Street/Harbor Drive intersection due to the geometric deficiencies (tight turns for large vehicles) and traffic congestion.

A subsequent inventory of existing truck restriction signs within the proposed CPU area was completed in 2008. Two types of truck restriction signs are present. The first type is a sign restricting trucks that weigh over one ton. All of these signs are located along Beardsley Street between Logan Avenue and Newton Avenue, and along Newton Avenue between Sigsbee Street and Cesar E. Chavez Parkway.

The second type is a sign restricting trucks that weigh over five tons. These signs are generally located in the area between Cesar Chavez Parkway and 27th Street, along the following street segments:

- Cesar Chavez Parkway between I-5 and Harbor Drive
- Evans Street between Logan Avenue and Main Street
- Sampson Street between Logan Avenue and Main Street
- Sicard Street between Logan Avenue and Main Street
- 26th Street between Logan Avenue and Main Street
- 27th Street between Newton Avenue and Main Street

Map Source: Traffic Impact Analysis for the Barrio Logan Community Plan Update, March 2011

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Barrio Logan Community Plan Area
City Boundary
Freeway/Ramp
SDMTS Trolley and Station
Park/Open Space
School
Port District
Naval Station San Diego
Truck Routes
Truck Weight Limit Prohibition (5 tons)
Truck Weight Limit Prohibition (1 tons)
Truck Parking Restriction

0 Feet 1,000

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FIGURE 4.2-4
Truck Routes and Restrictions

The Mobility Element of the General Plan (City of San Diego 2008a) contains two policies related to truck traffic:

ME-J.4. Implement measures to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use neighborhoods.

ME-J.8 Work with the Port District, Caltrans, and SANDAG to capitalize on potential economic and mobility benefits, and identify and mitigate potential environmental and public health impacts of goods movement to the San Diego region.

b. Port Freeway Access Program

The Port District, along with Caltrans, SANDAG, and the cities of San Diego and National City, initiated the Port Freeway Access Program in 2008 to address issues of truck traffic within the proposed CPU area. Caltrans, SANDAG, and the City also conducted the Central I-5 Corridor Study in 2003 (SANDAG 2005a) to address ground access improvements.

Because of the importance of goods movement to the economic growth of the region, the Port District and other entities are working with communities affected by truck traffic and diesel emissions. The Port Freeway Access Program is intended to provide direct truck access to I-5 and SR-15. This would alleviate truck traffic on neighborhood streets within the proposed CPU area. Another benefit of the program would be a reduction in delays caused by the railroad crossing on Harbor Drive. The program, which is not a part of the proposed CPU and would be reviewed separately, involves freeway access projects, including a grade separation project at 32nd Street and Harbor Drive, eliminating some of the railway conflicts that currently exist, and a new, direct on-ramp to the SR-15, which would deter truck traffic from the local streets within the Barrio Logan community. However, funding for this program is not anticipated in the forseeable future.

c. Central I-5 Corridor Study

The Central I-5 Corridor Study (SANDAG 2003a) addresses mobility and access from I-5 to SDIA, the Old Town Transit Center, and marine terminals at Tenth Avenue and National City. The study, prepared in 2003, reported that truck routes from the Marine Terminal to I-5 utilized local streets, which led to delays in the movement of goods and "caused noise and air pollution, and heavy volumes…incompatible with a pedestrian-oriented environment" in the proposed CPU area (SANDAG 2003a). The results identified short- and long-term ground access improvements, overall access improvements, and enhancements throughout the corridor. The 2030 Regional Transportation Plan (RTP) for the San Diego Region considered the results of the Central I-5 Corridor Study.

4.2.1.6 Parking

a. Existing Supply

Parking in the proposed CPU area has been a major issue for decades and the community parking shortage is largely due to there not being enough parking provided on-site for workers at maritime-related industries. The community and the city have undertaken various measures to control where people park through the use of residential permit parking districts and time-limited parking.

According to the TIA, an inventory of parking spaces conducted in 2008 counted a total of 2,842 on-street parking spaces for the existing proposed CPU area boundaries. The majority (2,325 spaces, 82 percent) are unrestricted and available for the general public. The remaining parking spaces have some sort of restriction, such as residential permits (9 percent), time restrictions and metered parking (5 percent), loading zones (3 percent), and accessible parking spaces (1 percent). According to the TIA, in order to show the different peaking characteristics in different parts of the community, the Barrio Logan community was separated into the following five zones, with the first zone in the northwest portion of the community and the last zone in the southeastern portion of the community:

Zone 1: Generally bounded by I-5 to the north, Harbor Drive to the south, SR-75 to the east, and 16th Street to the west. Land uses generally include commercial and residential.

Zone 2: Generally bounded by I-5 to the north, Harbor Drive to the south, 26th Street to the east, and SR-75 to the west. Land uses generally include commercial and residential.

Zone 3: Generally bounded by I-5 to the north, Harbor Drive to the south, 28th Street to the east, and 26th Street to the west. Land uses generally include industrial and some residential.

Zone 4: Generally bounded by I-5 to the north, Main Street to the south, 32nd Street to the east, and 28th Street to the west. Land uses generally include residential with some commercial and industrial.

Zone 5: Generally bounded by I-5 to the north, Main Street to the south, Woden Street to the east, and 32nd Street to the west. Land uses generally include industrial and commercial.On-street parking is summarized in Table 4.2-8 below.

TABLE 4.2-8
EXISTING ON-STREET PARKING SUMMARY

Area	15 MIN.	30 MIN.	2 HR.	Residential Permit	Loading Zone	Metered	Handi-cap	Remainig Spaces	Total Spaces
Zone 1	7	7	5	--	21	--	6	755	800
Zone 2	11	10	37	146	26	--	7	560	797
Zone 3	5	7	16	71	22	17	3	215	356
Zone 4	--	4	--	41	10	10	5	279	349
Zone 5	3	5	--	--	14	--	2	516	540
TOTAL	**26**	**33**	**58**	**258**	**93**	**27**	**23**	**2,325**	**2,842**
Percenatge	1%	1%	2%	9%	3%	1%	1%	82%	--

The three following time periods were selected for data collection of on-street parking occupancy in the proposed CPU area:

- 9:00 A.M. and 11:00 A.M. (employee parking from the majority of the industrial and military uses)
- 12:00 P.M. and 2:00 P.M. (retail/commercial parking demand)
- 7:00 P.M. and 9:00 P.M. (residential uses)

In general, existing parking in the proposed CPU area is accommodated through on-site parking, leased surface parking lots, and on-street parking; however, as noted above, there remains an overall lack of parking within the proposed CPU area. This shortage of parking is due to the lack of on-site parking being provided for workers at maritime-related industries. These workers use parking lots along the north side of Harbor Drive, surface lots within the proposed CPU area which have been leased by their employers, and on-street parking in the proposed CPU area. The use of on-street parking has led to the City establishing residential parking districts in the proposed CPU area to improve parking management in residential areas.

b. Parking Regulations

The Mobility Element of the General Plan (City of San Diego 2008a) addresses parking strategies to increase parking availability and efficiency. These policies include the implementation of innovative and up-to-date parking regulations and improvement of parking management.

Parking regulations to implement the General Plan policies are included in the City's LDC (City of San Diego 2000). Specifically, Chapter 14, Article 2, Division 5 of the City's LDC discusses parking requirements for various uses and circumstances, including the minimum number of parking spaces required for multi-family and single-family units. For residential uses, 1.5 parking spaces are required for multi-family units with one bedroom, 2 parking spaces are required for multi-family units with two bedrooms, and up to 2.25 parking spaces

are required for multi-family units with three to five bedrooms; single-family dwelling units up to four bedrooms must provide 2.0 parking spaces. The parking requirements for commercial zones citywide range between 1.0 to 5.0 parking spaces per 1,000 square feet of floor area depending on the type of commercial establishment or development. Industrial zones must provide 5.0 spaces per 1,000 square feet of floor area. However, parking requirements may be reduced within a Transit Area Overlay Zone.

Because the proposed CPU area has the BLPDO in place, this community is currently subject to different requirements. Table 4.2-9 summarizes parking requirements under the LDC and existing BLPDO for most residential and commercial uses within the community's zoning sub-districts. For commercial uses, the parking requirement depends on the size (square feet of floor area) as well as location within the proposed CPU area.

TABLE 4.2-9
CURRENT PARKING RATIO REQUIREMENTS

Development Type	Minimum Parking Spaces[2]		Maximum Permitted Parking Spaces
	Outside a Transit Area	Within a Transit Area Overlay Zone[3]	
Multiple Dwelling Units (Citywide)			
1 bedroom or studio over 400 sq. ft.	1.5 LDC	1.25 LDC	NA
2 bedrooms	2.0 LDC	1.75 LDC	NA
3-4 bedrooms	2.25 LDC	2.0 LDC	NA
Retail Sales Commercial Services, and Mixed-Use Development (BLPDO)			
BLPDO Subdistrict B	1.0	1.0	5.5
All Barrio Logan except Subdistrict B[1]	2.5	2.1	6.5
Eating and Drinking Establishments (BLPDO)			
BLPDO Subdistrict B	1.0	1.0	20.0
All Barrio Logan except Subdistrict B[1]	2.5	2.1	20.0

SOURCE: City of San Diego, LDC, Tables 142.05C, 142.05D, and 142.05E.
[1]Parking requirements are per 1,000 sq. ft. of floor area
[2]For properties with alley access, 1.0 parking space per 10 linear feet of alley frontage may be provided instead of the parking ratio shown.
[3]For residential uses, the reduced ratio also applies to areas designated as very low income.

Subdistrict B of the BLPDO, which covers the central and southern portions of the proposed CPU area along Main Street, requires 1.0 parking space per 1,000 square feet of floor area. All other areas of the proposed CPU area require 2.5 spaces per 1,000 square feet of floor area. As shown in Table 4.2-9, these requirements are reduced for Subdistricts A, C, D, and E within the Transit Area Overlay Zone. In these areas, there are also different maximum permitted parking spaces required for eating and drinking establishments.

As part of the proposed CPU, an amendment to the LDC is proposed that would rescind the BLPDO and all development regulations within the LDC, specifically Chapters 13 and 14, would be updated to include any new zones and associated regulations introduced for the proposed CPU area, and applicable on a citywide basis.

The LDC includes language specific to shared parking and reduced parking in certain areas located closer to transit stations as discussed below.

Shared Parking Requirements

Shared parking in the city is based on accumulation rates for each use and hour of the day. Rates are applied to the parking requirements for each use, and the highest peak hour for the entire day is then determined for minimum parking requirements. This allows parking to be shared between uses in a mixed-use type development. Therefore, during the day, when residential parking is underused, a portion of this parking may be used by the retail and office tenants.

According to Section 142.0545 of the LDC, "in all zones except single unit residential zones, shared parking may be approved through a Building Permit." Approval is subject to conditions such as locating shared parking within a 600-foot horizontal distance from the uses served, installing signage to indicate the participating uses, etc.

Residential Tandem Overlay Zone

Within this overlay zone, tandem parking may be used to meet the requirement for two parking spaces for residential units. The Residential Tandem Parking Overlay Zone is described in Chapter 13, Article 2, Division 9 of the LDC. The Residential Tandem Overlay Zone applies to an approximately 10-square-block area in the central portion of the proposed CPU area. I-5 provides the northern boundary, and the southern boundary is approximately 1,000 feet south of Harbor Drive. The eastern boundary is 30th Street, and the western boundary is generally 27th Street. It should be noted that the eastern boundary of the Residential Tandem Overlay Zone runs parallel to – but does not include – Schley Street.

Transit Area Overlay Zone

The Transit Overlay Zone provides additional parking regulations to reduce the off-street parking requirements in areas with high levels of transit service. The regulations that apply in this zone are described in Chapter 13, Article 2, Division 10 of the LDC. The Transit Overlay Zone covers the entire northern portion of the proposed CPU area to 28th Street. Within the central portion of the proposed CPU area near Harborside Trolley Station, this overlay zone exists between 28th Street and 30th Street, south of Main Street only.

As shown in Table 4.2-9, within the Transit Overlay Zone, the parking requirement is reduced by 0.25 parking spaces for residential uses. In addition, the parking ratio is reduced from 2.5 parking spaces to 2.1 parking spaces per 1,000 square feet of floor area for non-residential uses within the Transit Overlay Zone (excluding Subdistrict B).

Parking Impact Overlay Zone

Unlike the Transit Area Overlay Zone, which reduces the parking requirement for specific development, the Parking Impact Overlay Zone (contained within Chapter 13, Article 2, Division 8 of the LDC) increases the off-street parking regulations in designated areas of the city, including coastal areas and other areas with high parking demand. The entire proposed CPU area is currently within a Parking Impact Overlay Zone subject to the requirements in LDC Section 142.0525 and Section 142.0530 (see Table 4.2-9); however, with adoption of the CPU and associated LDC updates, the Parking Impact Overlay Zone within the proposed CPU area would be removed and replaced with general citywide basic parking requirements.

4.2.1.7 Alternative Transportation

The proposed CPU area has several modes of alternative transportation available to, and used by, residents and workers. Figure 4.2-5 shows the proposed CPU area in relation to the existing transit infrastructure.

a. Rail

Nearly 50 miles of light-rail trolley lines circle downtown San Diego and connect with surrounding communities (e.g., East County, Old Town, South Bay, Mission Valley, Qualcomm Stadium) and the international border with Mexico. Currently, the San Diego Trolley, operated by MTS, provides three different lines serving the city. Access to and within the proposed CPU area is provided by the Blue Line of the San Diego Trolley. The Blue Line travels from the San Ysidro Transit Center at the international border with Mexico to America Plaza (formerly the Old Town trolley station), roughly paralleling I-5. It traverses through the downtown area before heading north to America Plaza.

Within the proposed CPU area, the Blue Line operates on tracks directly east of Harbor Drive. There are two trolley stations within the proposed CPU area. The Barrio Logan Station is located at Harbor Drive and Cesar E. Chavez Parkway, and Harborside Station is located at 28th Street and Harbor Drive. A third station – Pacific Fleet Station, near the intersection of 32nd Street and Harbor Drive – is outside of the proposed CPU area, but is considered in the Traffic Impact Analysis. Of these, the Harborside Station is the most heavily used station, with peak use between 5:00 A.M. to 6:00 A.M. and between 2:00 P.M. to 4:00 P.M., which is attributed to the NASSCO ship yard.

b. Bus

MTS operates 29 bus routes covering 635 miles within the MTS service area. The proposed CPU area is primarily served by three bus routes, 11, 901, and 929, with stops along Main Street, National Avenue, and Logan Avenue between downtown San Diego and National City and other areas in southeast San Diego (Figure 4.2-5). Route 11 runs from San Diego

Map Source: Traffic Impact Analysis for the Barrio Logan Community Plan Update, March 2011

0 Feet 1,000

FIGURE 4.2-5
Public Transit Routes and Stops

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State University to Skyline Hills via Downtown San Diego, with seven stops in the proposed CPU area. Route 901 runs from Downtown San Diego to the city of Imperial Beach, with five stops in the proposed CPU area. Route 929 runs from Downtown San Diego to the San Ysidro Transit Center, with 19 stops in the proposed CPU area.

Currently, the transit stops with the highest usage are along bus route 11 at the Logan Avenue/Sampson Street and Logan Avenue/Cesar E. Chavez Parkway stops. Based on an inventory of existing transit stops in the proposed CPU area, approximately 60 percent of the transit stops contain a bench, approximately 15 percent of the stops provide a trash container, 10 percent provide some sort of lighting, and approximately 5 percent of the stops provide a shelter. Those transit stops which provide a shelter are all located along Cesar E. Chavez Parkway.

c. Bicycle

Bikeways in San Diego are categorized as Class I (bike path), Class II (bike lane), or Class III (bike route). Class I provides for two-way bicycle travel on a paved right-of-way completely separated from any street or highway. Class II provides a striped lane for one-way travel on a street or highway. Finally, Class III provides for shared use with motor vehicle traffic and is identified only by signage. The proposed CPU area has only Class II and Class III bikeways. Harbor Drive functions as a Class II bikeway (bike lane), and Main Street functions as a Class III bikeway (bike route).

d. Pedestrian

The community has an extensive network of sidewalks for pedestrian use; however, the current configuration, condition, and access of streets pose challenges for pedestrians and cyclists. Connection to areas east of I-5 require pedestrians to first locate one of 12 overpasses or underpasses. For many residents, these connections have a perceived lack of safety and comfort.

4.2.1.8 Regulatory Framework

a. General Plan Mobility Element

The Mobility Element of the General Plan (City of San Diego 2008a) addresses the necessary components of a balanced and efficient transportation network. Some of these include regional cooperation, congestion management strategies, and transportation choices. In keeping with the City of Villages Strategy, this element of the General Plan contains goals and policies to target growth into mixed-use villages that are pedestrian-friendly and linked to the transit system. Tools or strategies such as pedestrian improvements and traffic calming measures are illustrated to help create a vision for smart growth and walkable communities.

Transportation Demand Management (TDM) is one of the strategies proposed to reduce traffic congestion by attempting to reduce vehicular traffic volumes during the A.M. and P.M. peak hours of the day. Since most commuting and congestion occurs during peak hours, TDM seeks to shift commuters to alternative modes of transportation (i.e., bus, trolley, bike) and further eliminate peak hour trips by encouraging telecommuting, carpooling, and commuting in non-peak periods. A key objective includes the close integration of commercial, office, and residential activities in order to maximize internal circulation between activity centers and to reduce traffic generation and parking demands below levels associated with conventional development. Recognizing that the region's growth will strain existing transportation networks, the Mobility Element also contains policies to encourage the development and use of alternative transportation modes such as walking, bicycling, and transit.

b. Barrio Logan/Harbor 101 Community Plan Transportation Element

The purpose of the adopted Barrio Logan/Harbor 101 Community Plan Transportation Element is to establish goals and policies that will guide future street network and design, street classification, LOS, transit facilities and service, pedestrian and bicycle accommodations, and facility improvements needed to support future travel needs within the Community Plan area. This element would be replaced by the proposed CPU if adopted.

c. Regional Transportation Plan

SANDAG's 2050 RTP, adopted in October 2011, is the long-range mobility plan for the region. It includes short-term and long-term strategies for the development of an integrated multi-modal transportation system, and is required in order to be eligible for state and federal funding. The RTP identifies and prioritizes projects, and calls out funding sources for their implementation. The 2050 RTP is developed around five primary components: a Sustainable Communities Strategy, Social Equity and Environmental Justice, Systems Development, Systems Management, and Demand Management. It addresses improvements to transit, rail, roadways, goods movement, bicycling, and walking, as well as other topics. The RTP Sustainable Communities Strategy (SCS), consistent with Senate Bill 375, shows how integrated land use, housing, and transportation planning can lead to lower greenhouse gas emissions from autos and light trucks. The RTP is intended to support a regional smart growth plan. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike; efficiently transporting goods; and providing effective transportation options for all people. It should be noted that the PEIR prepared for the RTP and SCS is the subject of ongoing litigation (as of printing of this PEIR).

d. Bicycle Master Plan

The City's Bicycle Master Plan (City of San Diego 2002a) seek to foster a bicycle-friendly environment to serve commuter and recreational riders. The plan is currently undergoing an update and identifies policies, routes, programs, and facility priorities to increase bicycle transportation, safety, access, and quality of life. Similar to improved pedestrian environments and routes, improved bicycle routes can increase ridership, which provides community and regional benefits (reduced traffic congestion, energy consumption, vehicle emissions, etc.). The development, maintenance, and support of a bicycle network addressed in the Bicycle Master Plan were considered in the Mobility Element of the General Plan (City of San Diego 2008a). Specifically, Policy ME-F.1 calls for the City to implement the Bicycle Master Plan over the next 20 years.

According to the Bicycle Master Plan, the lack of continuous and connected bikeways between schools, parks, employment, shopping areas, etc. are a common problem when it comes to access for cyclists. Critical to meeting the goals to increase bicycle use is the continued development of a continuous bikeway network that serves important destinations and connects to bikeways in neighboring cities. One way to implement this plan is to utilize existing public easements and railways as bikeways or design and retrofit roadways to accommodate bicycle travel. Increased signage, lane striping, and traffic control also help meet the goals.

The Bicycle Master Plan also recognizes the major north-south bicycle route along Harbor Drive and other routes along Main Street, National Avenue, Cesar E. Chavez Parkway, 32nd Street, and Vesta Street within the proposed CPU area. The Bicycle Master Plan envisions the completion of the Harbor Drive bikeway link and other bikeway connections to activity centers, open space areas, and adjacent communities. There are existing bicycle racks at the trolley stations within the proposed CPU area to facilitate multi-modal transportation.

e. Bayshore Bikeway Plan

The Bayshore Bikeway Plan (SANDAG 2006) provides the framework for the Bayshore Bikeway, a continuous bikeway system along San Diego Bay. Thirteen of the planned 24 miles of the bikeway have been completed. According to the Bayshore Bikeway Plan, the bikeway will extend from the Broadway Pier near the intersection of Broadway and Harbor Drive in San Diego, south through the cities of National City and Chula Vista, west through the city of Imperial Beach, and north along the Silver Strand to the city of Coronado and the Coronado Ferry Terminal at the intersection of 1st and B Streets in Coronado.

Within the proposed CPU area, the Bayshore Bikeway route is currently a Class II bikeway (bike lane) along Harbor Drive. According to the plan: "Extending the Bikeway as a continuous Class I facility would provide visitors enhanced opportunities for recreation beyond the immediate downtown area" (SANDAG 2006). The Bayshore Bikeway Plan

proposes a Class I bikeway for segments that make up the route. The portion of the current Class II bikeway within the proposed CPU area is recommended as a Class I bikeway on the east side of Harbor Drive.

Segments of the Bayshore Bikeway in the proposed CPU area are located along Harbor Drive. Segment 2 stretches along Harbor Drive from 8th Street to 28th Street, and Segment 3 picks up at 28th Street and continues to 32nd Street. Segment 4 continues from 32nd Street southerly from the proposed CPU area to National City. The Bayshore Bikeway Plan provides specific recommendations for improvements along the route, some of which would require further study (i.e., bridge on Harbor Drive over railroad tracks), easements or widening, enforcement of parking encroachments, or other improvements. The following enhancements are also recommended for the entire route within the proposed CPU area:

- Good visibility and sight distance for both motorists and path users approaching the crossing, keeping vegetation and landscaping clear of the intersection approach;
- Reducing path user speeds approaching the intersection using path geometry, such as a curve in the path approaching the intersection;
- Bollards or chicanes may be appropriate in some locations, although they should be used with prudence, should be American Disabilities Act accessible, and should be clearly marked with reflectors;
- Traffic controls that clearly indicate right-of-way to both motorists and path users. If the intersection is signalized, a traffic signal head should be provided at a height clearly visible to path users;
- At stop-controlled intersections, a stop sign should be placed along the path or road requiring path users or motorists to stop;
- Pedestrian push button and bicycle detection loops at signalized crossings;
- Warning signage should be provided for motorists warning of the path crossing, such as “Trail Xing” or “Yield to Peds”; and
- Crosswalks should be provided at all crossing locations, and curb ramps where necessary.

The plan includes design guidelines for multi-use paths such as intersection treatments, lane widths, and signage. For example, the Class I (bike path) standards should have:

- Minimum eight-foot paved bike path width;
- Two-foot unpaved shoulders on each side;
- Five-foot horizontal separation if the path is located adjacent to roadway;
- Suitable vertical barriers (e.g. fence) where horizontal separation cannot be achieved; and
- Wider path width (12 feet) for areas where heavy use expected

4.2.2 Significance Determination Thresholds

To determine the impacts to roadway/freeway segments and intersections, the City of San Diego has developed thresholds based on allowable increases in delay at intersections and v/c ratios for roadway and freeway segments (Table 4.2-10). The existing condition analysis was compared to each of the Horizon Year conditions to determine where traffic impacts occur. Since the Horizon Year conditions includes the project and Year 2030 growth for the San Diego region, traffic impacts that occur are considered to be cumulative impacts.

At intersections, the measure of effectiveness (MOE) is based on allowable increases in delay. At roadway and freeway segments, the MOE is based on allowable increases in the v/c ratio. At intersections that are expected to operate at LOS E under Horizon Year 2030, the allowable increase in delay to existing conditions is two seconds, while for intersections that are expected to operate at LOS F, the allowable increase in delay is one second. If vehicle trips associated with either scenario of the proposed CPU cause the delay at an intersection to increase by more than the City's threshold, this would be considered a significant traffic related impact. Under this condition, mitigation to restore the operations of the intersection to LOS D was investigated. If an existing intersection is operating at LOS E or F, the intersection would be considered an existing deficiency.

For roadway and freeway segments that are forecasted to operate at LOS E, the allowable increase in v/c ratio is 0.02, while for roadway and freeway segments that are forecasted to operate at LOS F, the allowable increase in v/c ratio is 0.01. An increase in v/c ratio higher than the City's thresholds would be considered a significant impact.

TABLE 4.2-10
CITY OF SAN DIEGO SIGNIFICANCE THRESHOLDS

Facility	Measurement of Effectiveness (MOE)	Significance Threshold (a)
Intersection	Seconds of delay	>2.0 seconds at LOS E or >1.0 seconds at LOS F
Roadway Segment	ADT, v/c ratio	>0.02 at LOS E or >0.01 at LOS F
Freeway Segment	v/c ratio	>0.01 at LOS E or >0.005 at LOS F

Source: City of San Diego Significance Determination Thresholds, page 71, January 2007

Notes: Any increment of delay to cause the operations of an intersection to go from LOS D to either LOS E or LOS F, is considered to cause a significant traffic related impact.

(a) Significance threshold applies only when the type of facility operates at LOS E or F

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant traffic circulation and parking impact would occur if implementation of the proposed CPU would:

1. Traffic Circulation

Result in any intersections or road or freeway segments to operate at LOS E or F on the planned transportation network which exceed the City's significance thresholds below;

2. Alternative Transportation Modes

Decrease the percent of alternative mode trips in the City's transportation system; or

3. Parking

Create an average demand for parking that could substantially exceed the available supply.

4.2.3 Issue 1: Traffic Circulation

Would the proposed CPU result in any intersections, roads, or freeway segments to operate at LOS E or F on the planned transportation network which exceed the City's significance thresholds?

4.2.3.1 Impacts

Both Scenario 1 and Scenario 2 are modeled in the TIA at full build-out of the assumed land uses (i.e., the horizon year). Implementation of either Scenario 1 or Scenario 2 would result in intersections, road, or freeway segments operating at LOS E or F within the proposed CPU area.

Comparison between Existing Conditions and Scenarios 1 and 2

Both Scenario 1 and Scenario 2 would have cumulatively significant traffic-related impacts when compared to the existing condition. Both scenarios would result in unacceptable LOS E or F operations at intersections, roadway segments, and freeway segments which exceed the allowable significance thresholds.

Intersection Operations

Table 4.2-11 provides a summary of intersections operating at unacceptable LOS E or F levels for Scenario 1 and Scenario 2 compared to the existing condition during the A.M. or P.M. peak hours. Full LOS results for all intersection operations under each scenario are provided in the TIA (see Appendix B).

TABLE 4.2-11
IMPACT COMPARISON OF INTERSECTIONS FOR
EXISTING CONDITIONS AND SCENARIO 1 AND SCENARIO 2

Intersection Impacts (AM/PM)	A.M./P.M.	Existing	Scenario 1	Scenario 2
National Avenue and 16th Street	A.M.	B	**F**	**F**
	P.M.	B	**F**	**F**
Harbor Drive and Sigsbee Street	A.M.	C	**F**	**F**
	P.M.	C	**F**	**F**
Logan Avenue and Beardsley Street/ I-5 southbound off-ramp	A.M.	B	D	D
	P.M.	B	**F**	**F**
National Avenue and Beardsley Street	A.M.	A	**E**	**E**
	P.M.	A	**F**	**F**
Harbor Drive and Beardsley Street	A.M.	C	**F**	**F**
	P.M.	C	**F**	**F**
Logan Avenue and Cesar E. Chavez Parkway	A.M.	B	C	C
	P.M.	B	**E**	**E**
Harbor Drive and Cesar E. Chavez Parkway	A.M.	C	**E**	**F**
	P.M.	D	**F**	**F**
Logan Avenue and Sampson Street	A.M.	B	**F**	**F**
	P.M.	B	**F**	**F**
Harbor Drive and Schley Street	A.M.	B	**E**	**F**
	P.M.	B	C	C
National Avenue and 28th Street	A.M.	D	**F**	**E**
	P.M.	C	**E**	**E**
Boston Avenue and 28th Street	A.M.	B	D	C
	P.M.	B	D	**E**
Harbor Drive and 28th Street	A.M.	C	D	D
	P.M.	D	**F**	**F**
Boston Avenue and I-5 Southbound On-ramp	A.M.	C	C	D
	P.M.	**F**	**F**	**F**
32nd Street and Wabash Street	A.M.	D	**F**	**F**
	P.M.	C	**F**	**F**
Harbor Drive and 32nd Street	A.M.	C	**F**	**F**
	P.M.	D	**F**	**F**
Intersections at LOS E/F in A.M. AND P.M.	**A.M.**	**0**	**10**	**10**
	P.M.	**1**	**13**	**14**
TOTAL Number of Intersections at LOS E/F		**1**	**14**	**15**

Note: Bold indicates unacceptable LOS

For the existing condition, there are currently no intersections that operate at LOS E or F during the A.M. peak hours, but one intersection, Boston Avenue and the I-5 southbound on-ramp, operates at LOS F during the P.M. peak hours. The number of intersections operating at LOS E or F would increase to 14 for Scenario 1 and to 15 for Scenario 2.

Of the 14 intersections impacted by Scenario 1, operations would be at unacceptable LOS E or F during the A.M. peak hours at 10 intersections, with three intersections operating at LOS E and seven intersections operating at LOS F. During the P.M. peak hours, 13 intersections would operate at unacceptable LOS E or F, with LOS E at two intersections and LOS F at 11. These impacts would occur because the increase in delay would exceed the allowable City threshold. Scenario 1 would result in a **significant cumulative impact** at 14 intersections, and mitigation would be required.

Of the 15 intersections impacted by Scenario 2, operations would be at unacceptable LOS E or F at 10 intersections during the A.M. peak hours, with LOS E at two intersections and LOS F at eight intersections. During the P.M. peak hours, 14 intersections would operate at unacceptable LOS E or F, with LOS E at three intersections and LOS F at 11 intersections. These impacts would occur because the increase in delay would exceed the allowable City threshold. Scenario 2 would result in a **significant cumulative impact** at 15 intersections, and mitigation would be required.

Roadway Segments

Table 4.2-12 shows that there are currently eight roadway segments under existing conditions that operate at LOS E or F during the A.M. or P.M. peak hours. Table 4.2-12 identifies the specific roadway segments operating at LOS E and F for the existing condition, Scenario 1, and Scenario 2. Full LOS results for all roadway segment operations under each scenario are provided in the TIA (see Appendix B).

TABLE 4.2-12
IMPACT COMPARISON OF ROADWAY SEGMENTS FOR EXISTING CONDITIONS AND SCENARIO 1 AND SCENARIO 2

Roadway Segment Impacts	Existing	Scenario 1	Scenario 2
Cesar E. Chavez Parkway between Logan Avenue and National Avenue	C	**E**	**E**
Cesar E. Chavez Parkway between National Avenue and Newton Avenue	C	**F**	**F**
Cesar E. Chavez Parkway between Newton Avenue and Main Street	B	**E**	**E**
Sampson Street between National Avenue and Harbor Drive	A	**E**	**E**
26th Street between National Avenue and Main Street	A	**E**	**E**
28th Street between I-5 and Boston Avenue	**E**	**F**	**F**
32nd Street between Main Street and Wabash Boulevard	**E**	**E**	**E**
Vesta Street between Main Street and I-5 Ramps	C	**E**	**E**
Logan Avenue between Sigsbee Street and Cesar E. Chavez Parkway	C	**F**	**F**
National Avenue between Beardsley Street and Cesar E. Chavez Parkway	C	**F**	**F**
National Avenue between Cesar E. Chavez Parkway and Evans Street	C	**F**	**F**
National Avenue between Sicard Street and 27th Street	**F**	**F**	**F**
Boston Avenue between 28th Street and 29th Street	A	**F**	**F**
Boston Avenue between 29th Street and 32nd Street	A	**F**	**F**
Main Street between Cesar E. Chavez Parkway and Evans Street	B	**E**	**E**
Main Street between Evans Street and 26th Street	B	**E**	**F**
Main Street between 26th Street and 28th Street	C	**F**	**F**
Main Street between 28th Street and 29th Street	**F**	**F**	**F**
Main Street between 29th Street and 32nd Street	**F**	**F**	**F**
Main Street between 32nd Street and Rigel Street	**F**	**F**	**F**
Main Street between Rigel Street and Una Street	**F**	**F**	**F**
Main Street between Una Street and the I-5 southbound off-ramp	**F**	**F**	**F**
TOTAL Roadway Segments at LOS E or F	**8**	**22**	**22**

Note: Bold indicates unacceptable LOS

For Scenario 1, 22 roadway segments would operate at LOS E or F. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F; or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. Thus, Scenario 1 would have a significant cumulative impact at 22 roadway segments, and mitigation would be required.

For Scenario 2, 22 roadway segments would operate at LOS E or F. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F; or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. Thus, Scenario 2 would have a significant cumulative impact at 22 roadway segments, and mitigation would be required.

Freeway Segments

Table 4.2-13 provides a comparison of specific freeway segment operations for the existing condition in comparison to future operations under Scenario 1 and Scenario 2. There is currently one freeway segment operating at LOS E during the A.M. peak hour under existing conditions. No freeway segments operate at LOS E or F during the P.M. peak hour under existing conditions.

For both Scenario 1 and Scenario 2, a total of five freeway segments would operate at LOS E or F during the A.M. and P.M. peak hours.

TABLE 4.2-13
IMPACT COMPARISON OF FREEWAY SEGMENTS FOR EXISTING CONDITIONS AND SCENARIO 1 AND SCENARIO 2

Freeway Segment Impacts (AM/PM)	A.M./P.M.	Existing	Scenario 1	Scenario 2
I-5 from J Street to SR-75 Junction	A.M.	D	**F_0 (NB)**	**F_0 (NB)**
	P.M.	C	**E (SB)**	**E (SB)**
I-5 from SR-75 Junction to 28th Street	A.M.	D	**F_0 (NB)**	**F_0 (NB)**
	P.M.	C	**E (SB)**	**E (SB)**
I-5 from 28th Street to SR-15 Interchange	A.M.	C	**E (NB)**	**E (NB)**
	P.M.	C	D	D
I-5 from SR-15 Interchange to Division Street	A.M.	**E**	**F_0 (NB)**	**F_0 (NB)**
	P.M.	D	**F_0 (SB)**	**F_0 (SB)**
SR-15 from I-5 Interchange to Ocean View Boulevard	A.M.	C	D	D
	P.M.	C	**F_0 (NB)**	**F_0 (NB)**
Segments at LOS E/F in A.M. and P.M.	A.M.	**1**	**4**	**4**
	P.M.	**0**	**4**	**4**
TOTAL Freeway Segments at LOS E or F		**1**	**5**	**5**

Note: (NB) is northbound, (SB) is southbound
Bold indicates a significant impact

In summary, Scenario 1 would result in significant impacts to five freeway segments. The impacts at these freeway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. Thus, Scenario 1 would have a significant cumulative impact at five freeway segments, and mitigation would be required.

Similar to Scenario 1, when comparing Scenario 2 to the existing condition, there are three more freeway segments that would be significant in the A.M. peak hour and four more freeway segments that would be significant in the P.M. peak hour. The impacts at these freeway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. Thus, Scenario 2 would have a significant cumulative impact at five freeway segments, and mitigation would be required.

Comparison between Scenario 1 and Scenario 2

Intersections

While Scenario 1 and Scenario 2 both have more intersections that would operate at significant LOS E or F as compared to the existing condition, there are differences between the scenarios. For both Scenario 1 and Scenario 2, the same 10 intersections would operate at significant LOS E or F during the A.M. peak hour. In the P.M. peak hour, Scenario 1 would have 13 intersections operating at significant LOS E or F, and Scenario 2 would have 14 intersections that are significant. The one additional intersection that would be significant for Scenario 2 is the Boston Avenue and 28th Street location.

Roadway Segments

There are also differences between Scenario 1 and the Scenario 2 for roadway segments. Table 4.2-12 shows that there would be 22 roadway segments for both Scenario 1 and Scenario 2 that would operate at LOS E and F.

Freeway Segments

Currently, one freeway segment, I-5 from the SR-15 Interchange to Division Street, operates at LOS E during the A.M. peak hours only. Impacts associated with implementation of Scenario 1 and Scenario 2 would be the same, and would increase the number of freeway segments operating at LOS E or F to a total of five, as shown on Table 4.2-13, during both the A.M. and P.M. peak hours, with the following exception: operations would be acceptable on the I-5 segment from 28th Street to SR-15 during the P.M. peak hours, and on I-5 from the I-5 Interchange to Ocean View Boulevard during the A.M. peak hours.

4.2.3.2 Significance of Impacts

Both scenarios would result in degraded LOS as compared to the existing condition. Increases in LOS E or F operations from implementation of Scenario 1 would be slightly less than those that would result from implementation of Scenario 2; however, both scenarios would result in significant impacts. Table 4.2-14 provides a summary of impacts under Scenario 1 and Scenario 2 when compared to the existing condition. Only the number of intersections, roadway segments, and freeway segments with an unacceptable LOS (E and F) are noted. Full LOS results for all intersection operations under each scenario are provided in the TIA (see Appendix B).

a. Intersections

Implementation of the proposed CPU would result in **significant** impacts to intersection operations.

TABLE 4.2-14
COMPARISON OF INTERSECTIONS, ROADS, AND FREEWAY OPERATIONS BY LOS*

			Existing	Scenario 1	Scenario 2
Intersections (A.M.)	A	Not Sig	15	10	10
	B	Not Sig	14	9	8
	C	Not Sig	10	7	7
	D	Not Sig	2	5	6
	E	Sig	0	3	2
	F	Sig	0	7	8
		Total Sig (E and F)	**0**	**10**	**10**
Intersections (P.M.)	A	Not Sig	16	8	8
	B	Not Sig	11	8	8
	C	Not Sig	10	7	6
	D	Not Sig	3	5	5
	E	Sig	0	2	3
	F	Sig	1	11	11
		Total Sig (E and F)	**1**	**13**	**14**
Roadways	A	Not Sig	14	1	1
	B	Not Sig	9	3	3
	C	Not Sig	11	8	7
	D	Not Sig	0	8	7
	E	Sig	2	8	7~~9~~
	F	Sig	6	14	15
		Total Sig (E and F)	**8**	**22**	**2~~2~~4**
Freeways (A.M.)	A	Not Sig	0	0	0
	B	Not Sig	0	0	0
	C	Not Sig	3	0	0
	D	Not Sig	2	2	2
	E	Sig	1	1	1
	F	Sig	0	3	3
		Total Sig (E and F)	**1**	**4**	**4**
Freeways (P.M.)	A	Not Sig	0	0	0
	B	Not Sig	0	0	0
	C	Not Sig	5	0	0
	D	Not Sig	1	2	2
	E	Sig	0	2	2
	F	Sig	0	2	2
		Total Sig (E and F)	**0**	**4**	**4**

* Not Sig/Sig relates to the City's threshold #1, listed under Section 4.2.2.

Scenario 1

Scenario 1 would have a significant impact at 14 intersections. These impacts would occur because the increase in delay would exceed the allowable City threshold. These impacts would be **cumulatively significant**; thus, mitigation would be required.

Scenario 2

Scenario 2 would have a significant impact at 15 intersections. These impacts would occur because the increase in delay would exceed the allowable City threshold. These impacts would be **cumulatively significant**; thus, mitigation would be required.

b. Roadway Segments

Implementation of the proposed CPU would result in **cumulatively significant** impacts to roadway segment operations.

Scenario 1

Scenario 1 would have a significant impact at 22 roadway segments. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. These impacts would be cumulatively significant; thus, mitigation would be required.

Scenario 2

Scenario 2 would have a significant impact at 22 roadway segments. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. These impacts would be cumulatively significant; thus, mitigation would be required.

c. Freeway Segments

Implementation of the proposed CPU would result in cumulatively significant impacts to roadway segment operations.

Scenario 1

Scenario 1 would have a significant impact at five freeway segments. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F. These impacts would be cumulatively significant; thus, mitigation would be required.

Scenario 2

Scenario 2 would have a significant impact at five freeway segments. The impacts at these roadway segments would occur because the LOS would degrade to an unacceptable E or F, or because the v/c ratio increase would exceeds the allowable threshold at a location operating at LOS E or F. These impacts would be cumulatively significant; thus, mitigation would be required.

4.2.3.3 Mitigation, Monitoring, and Reporting

The TIA identifies a variety of intersection, roadway segment, and freeway segment improvements for Scenario 1 and Scenario 2. These generally consist of the addition of traffic signals, turn lanes, restriping and other improvements. Proposed improvements are identified below.

a. Intersections

Scenario 1 and Scenario 2

Both Scenario 1 and Scenario 2 would result in significant impacts on intersections as compared to the existing condition. Table 4.2-15 details mitigation measures (specific intersection improvements) to reduce or avoid significant impacts. With the exception of the improvements recommended at the Harbor Drive/Cesar Chavez Parkway and Boston Avenue/28th Street intersections, all improvements would be the same for both scenarios.

Scenario 2 Only

For Scenario 2, in addition to the measures listed in Table 4.2-15, mitigation ~~would be~~ detailed in Table 4.2-16 would be required.

TABLE 4.2-15
INTERSECTION IMPROVEMENTS – SCENARIO 1 AND SCENARIO 2 (EXCEPT AS NOTED)

Mitigation Measure Number	Intersection	Improvements	A.M. / P.M.	*Scenario 1*			*Scenario 2*		
				LOS Before Mitigation	LOS After Mitigation	Significant After Mitigation?	LOS Before Mitigation	LOS After Mitigation	Significant After Mitigation?
TRF-1	National Avenue and 16th Street	Install traffic signal	A.M.	**F**	B	No	**F**	B	No
			P.M	**F**	A	No	**F**	A	No
TRF-2	Harbor Drive and Sigsbee Street	Install traffic signal	A.M.	**F**	B	No	**F**	B	No
			P.M.	**F**	A	No	**F**	A	No
TRF-3	Logan Avenue and Beardsley Street/ I-5 southbound off-ramp	Install traffic signal (requires Caltrans approval)	A.M.	D	C	No	D	C	No
			P.M.	**F**	D	No	**F**	D	No
TRF-4	National Avenue and Beardsley Street	Install traffic signal	A.M.	**E**	B	No	**E**	B	No
			P.M.	**F**	B	No	**F**	B	No
TRF-5	Harbor Drive and Beardsley Street	Modify raised median along Harbor Drive and restrict the eastbound left-turn movements and southbound left-turn movements	A.M.	**F**	C	No	**F**	C	No
			P.M.	**F**	B	No	**F**	B	No
TRF-6	Logan Avenue and Cesar E. Chavez Parkway	Add exclusive eastbound right-turn lane. Add northbound overlap phase. (requires Caltrans approval)	A.M.	C	C	No	C	C	No
			P.M.	**E**	D	No	**E**	D	No
TRF-7	National Avenue and Cesar E. Chavez Parkway	Add exclusive eastbound and westbound right-turn lanes. This improvement is recommended to mitigate a potential queuing impact.	A.M.	C	B	No	C	C	No
			P.M.	D	C	No	D	C	No
TRF-8	Main Street and Cesar E. Chavez Parkway	Add exclusive westbound right-turn lane. This improvement is recommended to mitigate a potential queuing impact.	A.M.	D	C	No	D	C	No
			P.M.	D	B	No	D	B	No
TRF-9a	Harbor Drive and Cesar E. Chavez Parkway	Add second eastbound left-turn lane, a southbound right-turn overlap phase and a northbound exclusive right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	A.M.	**E**	D	No	(see Table 4.2-16~~5~~ for Mitigation Measure TRF-9b)		
			P.M.	**F**	D	No			

TABLE 4.2-15
INTERSECTION IMPROVEMENTS – SCENARIO 1 AND SCENARIO 2 (EXCEPT AS NOTED)
(CONTINUED)

Mitigation Measure Number	Intersection	Improvements	A.M. / P.M.	*Scenario 1*			*Scenario 2*		
				LOS Before Mitigation	LOS After Mitigation	Significant After Mitigation?	LOS Before Mitigation	LOS After Mitigation	Significant After Mitigation?
TRF-10	Logan Avenue and Sampson Street	Install traffic signal. Add northbound and southbound left-turn lanes.	A.M.	**F**	B	No	**F**	B	No
			P.M.	**F**	C	No	**F**	C	No
TRF-11	Main Street and 26th Street	Eliminate northbound through movement. This improvement is not needed based on a delay impact. It is part of a truck route improvement.	A.M.	A	A	No	A	A	No
			P.M.	A	A	No	A	A	No
TRF-12	Harbor Drive and Schley Street	Eliminate southbound left/through movement. Add southbound right-turn overlap phase.	A.M.	**E**	C	No	**F**	D	No
			P.M.	C	B	No	C	B	No
TRF-13	National Avenue and 28th Street	Add exclusive southbound right-turn lane.	A.M.	**F**	D	No	**E**	D	No
			P.M.	**E**	D	No	**E**	D	No
TRF-14a	Boston Avenue and 28th Street	Add southbound through lane and remove exclusive northbound right-turn lane.	A.M.	D	C	No	(see Table 4.2-165 for Mitigation Measure TRF-14b)		
			P.M.	D	D	No			
TRF-15	Harbor Drive and 28th Street	Add second eastbound and southbound left-turn lanes.	A.M.	D	D	No	D	D	No
			P.M.	**F**	**E**	**Yes**	**F**	**F**	**Yes**
TRF-16	Boston Avenue and I-5 southbound on-ramp	Install traffic signal (requires Caltrans approval)	A.M.	C	C	No	D	C	No
			P.M.	**F**	C	No	**F**	D	No
TRF-17	32nd Street and Wabash Street	Construct a direct connector from Harbor Drive to Wabash Street (under study by Caltrans)	A.M.	**F**	**F**	**Yes**	**F**	**F**	**Yes**
			P.M.	**F**	**E**	**Yes**	**F**	**E**	**Yes**
TRF-18	Harbor Drive and 32nd Street		A.M.	**F**	**F**	**Yes**	**F**	**F**	**Yes**
			P.M.	**F**	**F**	**Yes**	**F**	**F**	**Yes**
TRF-19	I-5 SB off-ramp and 28th Street	Install traffic signal (improvement requires Caltrans approval)	AM	n/a	B	No	**F**	B	No
			PM	n/a	B	No	**F**	A	No

BOLD text indicates unacceptable LOS

TABLE 4.2-16
SCENARIO 2 ONLY – INTERSECTION IMPROVEMENTS

Mitigation Measure Number	Intersection	Scenario 2 Improvements	A.M./P.M.	LOS Before Mitigation	LOS After Mitigation	Significant After Mitigation?
TRF-9b	Harbor Drive and Cesar E. Chavez Parkway	Add second eastbound left-turn lane. Add a southbound right-turn overlap phase. Add exclusive westbound right-turn lane. Add exclusive northbound right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	A.M.	**F**	D	No
			P.M.	**F**	D	
TRF-14b	Boston Avenue and 28th Street	Add southbound through lane and remove exclusive northbound right-turn lane (part of 28th Street improvements). Add exclusive eastbound right-turn lane.	A.M.	C	C	No
			P.M.	**E**	D	

b. Roadway Segments

Scenario 1 and Scenario 2

Both Scenario 1 and Scenario 2 would have cumulatively significant impacts on roadway segments. Mitigation measures for five roadway segments under both scenarios are detailed below in Table 4.2-17.

TABLE 4.2-17
PROPOSED ROADWAY SEGMENT IMPROVEMENTS
(SCENARIO 1 AND SCENARIO 2)

Mitigation Measure Number	Roadway Segment	Proposed Improvements
TRF-20	Cesar E. Chavez Parkway between Logan Avenue and Harbor Drive	• Reclassify as a three-lane Urban Major facility between Logan Avenue and Main Street (2 northbound and 1 southbound). • Reclassify as a three-lane major arterial between Main Street and Harbor Drive (2 northbound,. 1 southbound, and 1 auxiliary southbound lane). • Install a raised median between Harbor Drive and Logan Avenue. The roadway segment will have two lanes in the northbound direction and one lane in the southbound direction. • Allow on-street parking between Logan Avenue and Main Street. • Install a southbound right-turn auxiliary lane between Main Street and Harbor Drive. • The entire roadway segment shall be considered for "sharrow" bicycle marking treatment and will be considered a class III bicycle facility.
TRF-21	28th Street between I-5 and National Avenue	• Reconfigure as a four-lane major arterial with a five-foot raised median. The new configuration would allow for two-lanes in each direction and an auxiliary lane in the southbound direction.
TRF-22	National Avenue between Cesar E. Chavez Parkway and Evans Street	• Reclassify as a two-lane collector with a two-way left-turn lane.
TRF-23	National Avenue between Sicard and 27th Street	• Reclassify as a two-lane collector with a two-way left-turn lane
TRF-24	Main Street between Evans Street and 26th Street	• Reclassify as a two-lane collector with a two-way left-turn lane.

The above listed improvements would not mitigate all the roadway segment cumulative impacts identified in the study.

c. Freeway Segments

Scenario 1 and Scenario 2

Both Scenario 1 and Scenario 2 would have significant impacts on freeway segments compared to the existing condition. The approved SANDAG 2050 RTP includes the following freeway improvments:

- Operational freeway improvements along Interstate 5 between Interstate 15 and Interstate 8.

- Addition of one main lane and one managed lane in each direction between Interstate 15 and State Route 54.

The improvements included in the RTP are recommended to enhance the regional connectivity and accommodate the forecasted growth of the San Diego region. It should be noted that both land use scenarios presented on this plan would generate less traffic than the current adopted Community Plan. Either proposed scenario would lessen, but not eliminate cumulative freeway traffic impacts.

In addition to the proposed freeway improvements listed in the approved SANDAG 2050 RTP, the following freeway access improvements are recommended within the Barrio Logan Community. For both Scenario 1 and Scenario 2, the specific improvements for the freeway access are as follows:

TABLE 4.2-18
FREEWAY ACCESS IMPROVEMENTS

• Signalization of the intersection of Logan Avenue and Beardsley Street/ I-5 southbound off-ramp
• Traffic signal modification at the intersection of Logan Avenue and Cesar E. Chavez Parkway (SR-75 on-ramp)
• Signalization of the intersection of Boston Avenue and I-5 southbound on-ramp- 29th Street
• Roadway improvements along 28th Street to accommodate an additional southbound lane, including the potential for widening the I-5 overcrossing
• Signalization of the intersection of 28th Street and I-5 southbound off-ramp
• Changes to the roadway striping along Main Street between 28th Street and 29th Street to facilitate freeway access to the I-5 southbound on-ramp at Boston Avenue
• Installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound SR-15 (under study by the Port District and Caltrans)
• Construction of the Vesta Street Overcrossing at Harbor Drive (under study by the Navy)
• Coordination of City and Navy related to the closure of the east leg of the 32nd Street and Norman Street-Wabash Boulevard intersection (recently completed on a trial basis by the Navy)
• Grade separation of the trolley tracks at the 28th Street and Harbor Drive and 32nd Street and Harbor Drive intersections (to be completed by SANDAG and part of the 2050 RTP)

4.2.3.4 Significance After Mitigation

Figure 4.2-6 shows the final LOS results for Scenario 1 after improvements. Figure 4.2-7 shows the final LOS results for Scenario 2 after improvements.

Impacts remain potentially significant and unmitigable for Scenario 1 and Scenario 2 for intersections, roadway segments, and freeway segments. Community Plan build-out would be prioritized and implemented based upon need and ability to secure full funding. However, the proposed improvements are not tied to any phasing plan, and funding is not assured.

a. Intersections

Implementation of the mitigation measures identified in Tables 4.2-15 and 4.2-16 would reduce significant impacts at all intersections under both scenarios, except for the following:

- Harbor Drive and 28th Street (P.M. peak hour)
- 32nd Street and Wabash Boulevard (A.M. and P.M. peak hour)
- Harbor Drive and 32nd Street (A.M. and P.M. peak hour)

The Harbor Drive/32nd Street and 32nd Street/Wabash Boulevard intersections are being studied separately in an ongoing Caltrans study. The latest report includes the installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound SR-15. Another improvement under study is the Vesta Street Overcrossing at Harbor Drive, which would connect the wet and dry sides of the Naval Base San Diego. On November 1, 2010, the Navy temporarily closed the eastern leg (Norman Scott Road) of the 32nd Street/Norman Street-Wabash Boulevard intersection to improve safety. The Navy is monitoring traffic to determine if this closure should remain. A preliminary analysis indicates that the intersections would be improved to acceptable levels and the potential queuing problems would be decreased with the aforementioned projects.

Harbor Drive/28th Street is projected to operate at LOS E, even with improvements. There is the potential that improvements between Harbor Drive and SR-15 (being studied further in an on-going Caltrans study) could divert some traffic off of 28th Street, further improving this intersection.

SANDAG's 2050 RTP unconstrained network recommends the grade separation of the trolley lines at 28th Street and at 32nd Street. A peak-hour intersection analysis was conducted for the intersections of 28th Street and 32nd Street with Harbor Drive assuming these proposed grade separations. The results of the analysis indicated that the proposed grade separation would improve both intersections to LOS D or better during both peak-hour periods under the Horizon Year scenario with either alternative. The proposed grade separations are included in the "revenue constrained scenario." Due to the benefits to adjacent intersections, these grade separation projects were recommended in the TIA.

Furthermore, the proposed CPU is a plan-level document. Development review would address significance of impacts on a project-level basis. Proposed mitigation measures shall apply to both Scenario 1 and Scenario 2 as noted. Identified intersection improvements are included as part of the update to the PFFP as a plan implementation measure to be adopted concurrently with the proposed CPU. However, they are not tied to any phasing plan, and funding would not be assured. Until such funding and assurance are identified, impacts associated with intersections operating at an unacceptable level under both Scenario 1 and 2 would remain cumulatively significant and unmitigable.

Map Source: Traffic Impact Analysis for the Barrio Logan Community Plan Update, March 2011

12th and Imperial Station
To Downtown
Commercial
25th and Commercial Station
32nd and Commercial Station
Imperial
Logan
National
Newton
Boston
Irving
Beardsley
Julian
Cesar E Chavez
Dewey
Evans
Sampson
Sicard
Osborne
Main
Belt
Harbor
Ocean View
Tenth Avenue Marine Terminal
Perkins Elementary School
Chicano Park
Burbank Elementary School
Logan Preschool
Memorial Park Recreation Center
Memorial Academy
Barrio Logan Station
Cesar Chavez Park
Harborside Station
PORT OF SAN DIEGO
Pacific Fl Station
NAVAL STATION SAN DIEGO
San Diego Bay
To City of Coronado
Las Chollas Creek
Emerson Elementary
St. Jude Academy
S. Las Chollas Creek
Chavez Elementary School
Balboa Elementary School
Wabash
Rigel
Silva
Thor
Dalbergia
Una
Vesta
Woden
Ocean View
Cedros
Scott
Kettner
Hancock
Front
Pacific Highway
Kettner
Hancock
Front
Pacific Highway
Ash
Union
Columbia
Main
Beech
Cedar
Kalmia
Ivy
Laurel
Hawthorn
Date
Elm
Fir
Grape
Hawthorn
Juniper
Kalmia
Laurel
Ivy
Olive
Palm
Redwood
Upas
Walnut

Map Source: Traffic Impact Analysis for the Barrio Logan Community Plan Update, March 2011

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Barrio Logan Community Plan Area
City Boundary
Freeway/Ramp
SDMTS Trolley and Station
Park/Open Space
School
Port District
Naval Station San Diego
LOS A,B, or C
LOS D
LOS E
LOS F

0 Feet 1,000

RECON

M:\JOBS3\4716\env\graphics\fig4.2-7.ai 10/15/12

FIGURE 4.2-7
Scenario 2 – Final LOS Results with Improvements

b. Roadway Segments

The improvements listed in Table 4.2-17 above for both Scenario 1 and Scenario 2 roadways would reduce the number of roadways operating at LOS E or F. Without these improvements, Scenario 1 and Scenario 2 would both result in 22 roadway segments operating at an LOS of either E or F. Significant impacts would be reduced with implementation of proposed mitigation.

As shown in Table 4.2-19 below, impacts from implementation of Scenario 1 would be reduced from a total of 22 roadways operating at LOS E or F to 15. Impacts associated with Scenario 2 would be reduced from 22 to 16 following implementation of the above improvements.

TABLE 4.2-19
SIGNIFICANCE AFTER MITIGATION
(ROADWAY SEGMENTS WITH LOS E OR F AFTER IMPROVEMENTS)

Roadway Segment	Scenario 1	Scenario 2
Sampson St between National Ave. and Harbor Drive	**E**	**E**
26th St between National Ave. and Main St.	**E**	**E**
28th St. between I-5 and Boston Ave.	--	**E**
29th St. between Boston Ave. and Main St.	--	**E**
32nd St between Main St and Wabash Blvd.	**E**	**E**
Vesta St between Main St and I-5	**E**	**E**
Logan Ave. between Sigsbee St. and Cesar E. Chavez Pkwy	**F**	**F**
National Ave. between Beardsley St. and Cesar E. Chavez Pkwy	**F**	**F**
Boston Ave. between 28th St and 29th St	**F**	**F**
Boston Ave. between 29th St and 32nd St	**F**	**F**
Main St. between Cesar E. Chavez Pkwy and Evans St.	**E**	**E**
Main St. between Evans St. and 26th St.	--	**--**
Main St. between 26th St. and 28th St.	**F**	**F**
Main St. between 28th St. and 29th St.	**E**	**--**
Main St. between 29th and 32nd St.	**F**	**F**
Main St. between 32nd St. and Rigel St.	**F**	**F**
Main St. between Rigel St. and Una St.	**F**	**F**
Main St. between Una St. and the I-5 southbound off-ramp	**F**	**F**
Total Significant Roadway Segments (LOS E or F)	**15**	**16**

Note: Bold indicates a significant impact

Implementation of the proposed PFFP to fund identified improvements located within the City's jurisdiction would reduce or avoid significant impacts. However, funding has not been secured, and there is no schedule for implementation of proposed mitigation measures. Until such funding and assurance are identified, impacts associated with roadway segments operating at an unacceptable level under both Scenario 1 and 2 would remain cumulatively significant and unmitigatable.

Freeway Segments

Both scenarios would have a significant impact at five freeway segments. As noted on Table 4.2-18, several of the proposed improvements would be the responsibility of others (Caltrans, the Port, the Navy, or a partnership of those agencies). While implementation of identified improvements would reduce impacts and the measures apply to both Scenario 1 and Scenario 2, not all of these improvements are included in the PFFP as part of the proposed CPU, and none of them are tied to a phasing plan. Until such funding and assurance are identified, impacts associated with freeway segments operating at an unacceptable level under both Scenario 1 and 2 would remain cumulatively significant and unmitigable.

4.2.4 Issue 2: Alternative Transportation Modes

Would the proposed CPU decrease the percent of alternative mode trips in the City's transportation system?

4.2.4.1 Impacts

The proposed CPU includes a land use pattern which takes advantage of the existing and future transit network. The plan increases the amount of residential and employment use within walking distance of transit service. The proposed CPU area is well served by the MTS, whose existing transit service is expected to be maintained and enhanced in the future. The Blue Line, which operates with Light Rail Transit service, is expected to see both increases in frequency and express service.

The CPU Mobility Element includes specific policies addressing the alternative mode trips in the City's transportation system. Policies 3.1.1 through 3.1.11 (Walkability), 3.2.1 through 3.2.6 (Transit Services and Facilities), 3.4.1 through 3.4.5 (Transportation Demand Management), and 3.5.1 through 3.5.3 (Bicycling) support, and are consistent with, the General Plan, and include specific goals, policies, and recommendations that will improve mobility.

Scenario 1 and Scenario 2 both propose greater accommodation of alternative mode transportation within the proposed CPU. Alternative mode transportation includes pedestrian, bicycles, and transit, such as bus, trolley, and train, and some of the proposed mobility improvements include roadway improvements, public transportation, bike lanes, and improved walkability. The pedestrian, bike, and alternative transportation policies under the proposed CPU are anticipated to increase use of alternative modes for either scenario. Therefore, no impact would result.

Proposed Scenario 1 and Scenario 2 could be expected to improve alternative transportation mode options over time. The proposed CPU provides improved live/work

opportunities within the community, bikeway improvements, and increases the amount of residential and employment uses within walking distance of transit service. The proposed CPU would increase transit use from 3.8 percent under existing conditions to 3.9 percent and 4.1 percent under Scenario 1 and Scenario 2, respectively. Although the proposed CPU is not expected to result in a substantial increase in the level of transit use in the Barrio Logan community, the land use mix and improved transit service could contribute toward more opportunities for residents to use alternative mode transportation.

4.2.4.2 Significance of Impacts

Both Scenario 1 and Scenario 2 would be expected to improve alternative mode transportation options in the community when compared to the existing condition. No impact would result. Therefore, no mitigation measures would be required.

4.2.5 Issue 3: Parking Supply

Would the proposed CPU create an average demand for parking that could substantially exceed the available supply?

4.2.5.1 Impacts

Parking in the proposed CPU area is accommodated through on-site parking, leased surface parking lots, and on-street parking. The lack of adequate on-street and structured parking is a primary issue in the proposed CPU area. This shortage of parking is due to the lack of on-site parking being provided for workers at maritime-related industries. These workers use parking lots along the north side of Harbor Drive and surface lots, which have been leased by their employers, and on-street parking in proposed CPU area. The TIA addresses impacts associated with the proposed CPU creating further demand for parking that could substantially exceed the available supply.

In addition to an increase in demand for parking from new development, the TIA also discusses the reduction of available parking supply due to the implementation of the proposed CPU. The future reconfiguration of intersections to avoid significant traffic impacts would result in the loss of on-street parking, including removal of 16 on-street parking spaces along Sampson Street due to restriping of Logan Avenue at the time of signalization to provide north- and south-bound left-turn lanes. The removed parking spaces likely serve commercial uses along Logan Avenue and multi-family residential units along Sampson Street. The removal of on-street parking spaces could create a shortage of on-street parking within the vicinity of this intersection.

One additional parking space would be lost along the west side of National Avenue due to a proposed intersection improvement at National Avenue and 28th Street to provide a 100-foot

exclusive southbound right-turn. This improvement could be accomplished by restriping the roadway without the need for widening.

The loss of approximately 20 additional parking spaces would result due to reclassification of 28th Street between Harbor Drive and the I-5 ramps as a four-lane major arterial and construction of a raised median and entrance to the Navy Commissary along the segment between Harbor Drive and Main Street to allow two lanes in each direction with an auxiliary lane for the heavy southbound right-turn movements at Harbor Drive. Parking would need to be removed along both sides of Harbor Drive in this area. Currently, the parking spaces to be removed are likely utilized by NASSCO employees or Naval Station San Diego employees or visitors. Impacts to parking would be the same for both Scenario 1 and Scenario 2.

Finally, although not a result of the proposed CPU, implementation of the Bayshore Bikeway through the community could result in the loss of approximately 259 spaces of the leased maritime-related parking (Bayshore Bikeway Harbor Drive Parking Summary 2012), which would exacerbate existing parking issues if the Bayshore Biking project does not mitigate its impact.The TIA details specific policies in the Parking section to supplement policies included in the City's General Plan (2008). These are included in the proposed CPU as policies 3.6.1 through 3.6.6, and are detailed below. Shared community parking garages are envisioned to provide parking for multiple users, and would be located within the Community Village Area and the Transition Area to address existing and future parking needs associated with workers, residents, and visitors.

Proposed CPU Parking Policies

Policy 3.6.1: Establish parking policies that reduce parking congestion.

Policy 3.6.2: Permit construction of public parking garages that include shared parking arrangements that efficiently use space, are appropriately designed, and reduce the overall number of off-street parking spaces required for development.

Policy 3.6.3: Encourage shared parking arrangements upon completion of a parking structure that accommodates the parking needs of the maritime and port-related industries.

Policy 3.6.4: Encourage parking spaces to be rented, leased, or sold separately from new residential and commercial space.

Policy 3.6.5: Implement on-street parking management strategies in the Community Village, Historic Core, and Transition Zone in order to more efficiently use street parking space and increase turnover and parking availability.

Policy 3.6.6: Implement a parking in-lieu fee for new development that would contribute to implementation of parking demand reduction strategies as well as potentially fund parking structures within the community.

Increased transit use would also be encouraged by proposed replacement of the current Parking Impact Overlay Zone with general citywide basic requirements. Implementation of basic parking requirements would reduce the number of parking spaces required of proposed new development projects compared to current requirements. The following policies outline the purpose of the Parking Impact Overlay Zone as compared to the City's General Development Parking Regulations:

- SDMC, Chapter 13, Article 2, Division 8: Parking Impact Overlay Zone Section 132.0801: "The purpose of the current Parking Impact Overlay Zone is to provide supplemental parking regulations for specified coastal, beach … areas that have parking impacts. The intent of this overlay is to identify areas of high parking demand and increase the off-street parking requirements accordingly. "

- General Development Parking Regulations (Section 142.0501): "to provide a unified set of standards for public and private transportation related improvements throughout the City. The standards are designed to work together to accommodate a multi modal transportation system and encourage transportation mode alternatives to the single occupant automobile. The intent is to provide for a safe and efficient transportation system delivering a high degree of personal mobility; to reduce traffic congestion and improve air quality; and to reasonably accommodate the peak parking needs of development, balanced by the needs of pedestrians, bicyclists, and transit users and by the preservation of community character."

4.2.5.2 Significance of Impacts

Scenario 1 and Scenario 2 would result in significant impacts to parking due to implementation of proposed CPU improvements. However, while Scenario 1 and Scenario 2 would increase the overall traffic in the community due to the increase in residential units and potential employment opportunities, the proportion of travel by single-occupant automobiles is expected to decrease due to the increase in transit use. This in turn could result in an overall decrease in the demand for parking relative to the number of residents and workers within the CPU.

The replacement of the existing Parking Impact Overlay Zone with basic parking requirements is intended to help incentivize redevelopment of Barrio Logan, while at the same time encourage use of alternative transportation modes. By applying standard parking requirements, future projects would not have to provide more parking than required of projects outside the parking impact areas elsewhere in the City. This can be justified in that shoreline access is greatly restricted by existing industrial uses and the area is well served by transit which would partially offset project impacts. Phased implementation of

parking recommendations including new parking facilities, consideration of tandem parking, and street parking improvements to be considered as future projects are brought forward would also offset impacts. Nevertheless, because the projected demand may continue to exceed supply, parking impacts would remain significant.

4.2.5.3 Mitigation, Monitoring, and Reporting

The following three recommended measures could reduce parking impacts associated with both Scenario 1 or Scenario 2.

TRF-25

Prior to the construction of proposed CPU intersection improvements at the intersections of Cesar E. Chavez Parkway and Logan Avenue, Cesar E. Chavez Parkway and National Avenue, and Cesar E. Chavez Parkway and Main Street, the City would coordinate with MTS and others (such as the Navy, Port, and Caltrans) to reduce impacts to on-street parking at these locations. Actions may include relocation of planned MTS bus stops or other measures that achieve replacement of parking lost due to planned improvements.

TRF-26

Prior to the removal of parking along 28th Street to accommodate roadway segment improvements, the City shall evaluate for and consider installing additional diagonal parking along Boston Avenue between 28th Street and 29th Street or at alternative locations in the vicinity to replace the loss of parking along 28th Street.

TRF-27

Prior to the removal of existing surface parking along Main Street and Harbor Drive, the City shall coordinate with the Port District and Naval Station San Diego to develop a parking management plan. The intent of the parking management plan would be to demonstrate that sufficient parking is provided to meet the needs of employees working in those jurisdictions and to reduce the parking demand on public streets within the proposed CPU area.

However, because approval would be required by other jurisdictions and because there are no specific development proposals for which the above measures can be imposed, these measures would be not enforceable.

4.2.5.4 Significance After Mitigation

Impacts to parking would remain significant and unmitigable following implementation of the proposed measures. However, coordination with the Port District and Naval Station San

Diego regarding the development of a parking management plan would potentially provide sufficient parking for future projects. Therefore, significant impacts may be partially mitigated on a project-level basis as additional discretionary approvals are considered. Continued adherence to regulatory ordinances (e.g., Section 142.0501 et seq.), the General Plan, and the Mobility Element of the proposed CPU would be required. Implementation of recommendations, policies, and regulatory ordinances could reduce impacts. However, because implementation of recommended measures is not enforceable, as discussed above, impacts to parking under both Scenario 1 and Scenario 2 would remain significant and unmitigatable.

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4.3 Air Quality

The following section is based on the Air Quality and Health Risk Technical Report prepared by RECON (2012) for the project (Appendix C). Although the City does not have regulatory jurisdiction over Port District tidelands or Navy properties, portions of these lands are within the boundaries of the City and the proposed CPU area, and thus are reflected on the maps. However, for the purposes of this air quality analysis, the proposed CPU area was divided into two distinct areas: (1) lands under City Regulatory Jurisdiction, and (2) lands under Port District/Navy Jurisdiction (Figure 4.3-1).

4.3.1 Existing Conditions

The proposed CPU area is located in the SDAB adjacent to San Diego Bay and two to three miles east of the Pacific Ocean. The eastern portion of the SDAB is surrounded by mountains to the north, east, and south. These mountains tend to restrict airflow and concentrate pollutants in the valleys and low-lying areas below.

Motor vehicles are the San Diego region's leading source of air pollution and the largest contributor to greenhouse gases (County of San Diego 2008). In addition to these sources, other mobile sources include construction equipment, trains, and airplanes. Emission standards for mobile sources are established by state and federal agencies, such as the California Air Resources Board (CARB) and the EPA. In addition to mobile sources, stationary sources also contribute to air pollution in the SDAB. Stationary sources include gasoline stations, power plants, dry cleaners, and other commercial and industrial uses. Stationary sources of air pollution are regulated by the local air pollution control or management district, in this case the APCD.

The regulatory framework described below details the federal and state agencies that are responsible for the monitoring and control of mobile and stationary source air pollutants and the measures currently being taken to achieve and maintain healthful air quality in the SDAB.

4.3.1.2 Existing Regulatory Framework

If an air basin is not in either federal or state attainment for a particular pollutant, the basin is classified as a moderate, serious, severe, or extreme nonattainment area for that pollutant (there is also a marginal classification for federal nonattainment areas). Once a nonattainment area has achieved the air quality standards for a particular pollutant, it may be re-designated to an attainment area for that pollutant. To be re-

Map Source: City of San Diego, 2012

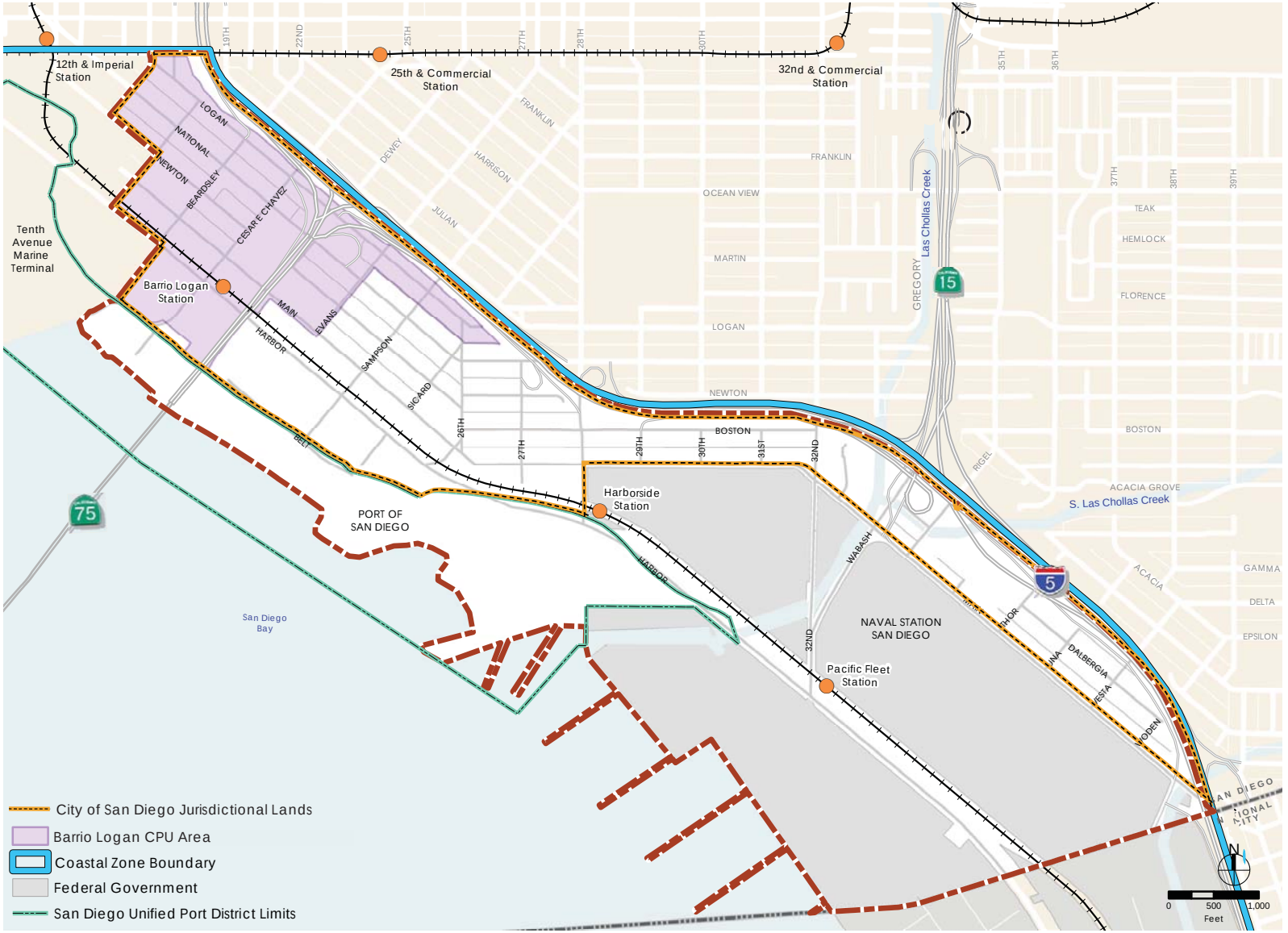

FIGURE 4.3-1

Regulatory and Jurisdictional Boundaries

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designated, the area must meet air quality standards and have a 10-year plan for continuing to meet and maintain air quality standards, as well as satisfy other requirements of the Clean Air Act. Areas that are re-designated to attainment are called maintenance areas.

a. Federal Regulations

The federal Clean Air Act was enacted in 1970, and amended in 1977 and 1990 [42 United States Code (U.S.C.) 7401], for the purposes of protecting and enhancing the quality of the nation's air resources to benefit public health, welfare, and productivity. In 1971, in order to achieve the purposes of Section 109 of the Clean Air Act [42 U.S.C. 7409], the EPA developed primary and secondary national ambient air quality standards (NAAQS). California ambient air quality standards (CAAQS) represent the maximum levels of background pollution considered safe, with an adequate margin of safety, to protect the public health and welfare considering long-term exposure of the most sensitive groups in the general population (i.e., children, senior citizens, and people with breathing difficulties).

Six pollutants of primary concern were designated: ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), lead, and particulate matter with an aerodynamic diameter of 10 microns or less (PM_{10}). In 1997, the NAAQS were refined by replacing the one-hour ozone standard with an eight-hour ozone standard and by adding a new standard for particulate matter with an aerodynamic diameter of 2.5 microns or less ($PM_{2.5}$). The standards continue to be reviewed and updated periodically. The current NAAQS are presented in Table 4.3-1 (EPA 2010) and a complete discussion of the six pollutants can be reviewed in the Air Quality and Health Risk Technical Report prepared for the proposed CPU (Appendix C).

b. State Regulations

The California Clean Air Act, also known as the Sher Bill, or AB 2595, was signed into law on September 30, 1988, and became effective on January 1, 1989. The EPA allows states the option to develop different (stricter) air quality standards and the state of California generally has set more stringent limits on the seven criteria pollutants than required by the NAAQS. In addition to the federal criteria pollutants, the California CAAQS also specify standards for visibility-reducing particles, sulfates, hydrogen sulfide, and vinyl chloride. The current CAAQS are also shown in Table 4.3-1.

TABLE 4.3-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards[1]		Federal Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM_{10})	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		–		
Fine Particulate Matter ($PM_{2.5}$)	24 Hour	No Separate State Standard		35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	15.0 µg/m^3		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m^3)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m^3)		35 ppm (40 mg/m^3)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		–	–	–
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Gas Phase Chemi-luminescence	53 ppb[8] (100 µg/m^3)	Same as Primary Standard	Gas Phase Chemi-luminescence
	1 Hour	0.18 ppm (339 µg/m^3)		100 ppb[8] (188 µg/m^3)	None	
Sulfur Dioxide (SO_2)	24 Hour	0.04 ppm (105 µg/m^3)	Ultraviolet Fluorescence	–	–	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)[9]
	3 Hour	–		–	0.5 ppm[9] (1300 µg/m^3)	
	1 Hour	0.25 ppm (655 µg/m^3)		75 ppb[9] (196 µg/m^3)	–	
Lead[10]	30 Day Average	1.5 µg/m^3	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m^3	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average[11]	–		0.15 µg/m^3		
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer—visibility of 10 miles or more (0.07–30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chroma-tography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[10]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chroma-tography			

See notes on next page.

TABLE 4.3-1
AMBIENT AIR QUALITY STANDARDS
(continued)

SOURCE: State of California 2010a.

ppm = parts per million; ppb = parts per billion; µg/m^3 = micrograms per cubic meter; – = not applicable.

[1] California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM_{10}, $PM_{2.5}$, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

[2] National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than one. For $PM_{2.5}$, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

[3] Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

[4] Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

[5] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

[6] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[7] Reference method as described by the EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the EPA.

[8] To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010). Note that the EPA standards are in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standards of 53 ppb and 100 ppb are identical to 0.053 ppm and 0.100 ppm, respectively.

[9] On June 2, 2010, the U.S. EPA established a new 1-hour SO_2 standard, effective August 23, 2010, which is based on the 3-year average of the annual 99th percentile of 1-hour daily maximum concentrations. EPA also proposed a new automated Federal Reference Method (FRM) using ultraviolet technology, but will retain the older pararosaniline methods until the new FRM have adequately permeated State monitoring networks. The EPA also revoked both the existing 24-hour SO_2 standard of 0.14 ppm and the annual primary SO_2 standard of 0.030 ppm, effective August 23, 2010. The secondary SO_2 standard was not revised at that time; however, the secondary standard is undergoing a separate review by EPA. Note that the new standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the new primary national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

[10]The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[11]National lead standard, rolling 3-month average; final rule signed October 15, 2008.

The California Clean Air Act requires that districts implement regulations to reduce emissions from mobile sources through the adoption and enforcement of transportation control measures. The California Clean Air Act also requires that a district must:

- Demonstrate the overall effectiveness of the air quality program;
- Reduce nonattainment pollutants at a rate of five percent per year, or include all feasible measures and an expeditious adoption schedule;
- Ensure no net increase in emissions from new or modified stationary sources;
- Reduce population exposure to severe nonattainment pollutants according to a prescribed schedule;
- Include any other feasible controls that can be implemented, or for which implementation can begin, within 10 years of adoption of the most recent air quality plan; and
- Rank control measures by cost-effectiveness.

(South Coast Air Quality Management District [SCAQMD] 2003)

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state's strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. The CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. The CARB then forwards SIP revisions to the EPA for approval and publication in the Federal Register. All of the items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

The APCD is the agency that regulates air quality in the SDAB and is responsible for preparing and implementing the portion of the SIP applicable to the SDAB. The APCD adopts rules, regulations, and programs to attain state and federal air quality standards, and appropriates money (including permit fees) to achieve these objectives. The rules and regulations, which are available for review on the agency's website, define requirements regarding stationary sources of air pollutants and fugitive dust (County of San Diego 2010a).

Regional Air Quality Strategy

The APCD prepared the 1991/1992 Regional Air Quality Strategy (RAQS) in response to the requirements set forth in AB 2595. The draft was adopted, with amendments, on June 30, 1992 (County of San Diego 1992). Attached, as part of the RAQS, are the Transportation Control Measures (TCMs) for the air quality plan prepared by SANDAG in accordance with AB 2595 and adopted by SANDAG on March 27, 1992, as Resolution Number 92-49 and Addendum. The required triennial updates of the RAQS and corresponding TCMs were adopted in 1995, 1998, 2001, 2004, and 2009. The RAQS and TCMs set forth the steps needed to accomplish attainment of the CAAQS.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health (AB 1807: Health and Safety Code Sections 39650–39674). The Legislature established a two-step process to address the potential health effects from TACs. The first step is the risk assessment (or identification) phase. The second step is the risk management (or control) phase of the process. The California Air Toxics Program establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk. Additionally, the Air Toxics "Hot Spots" Information and Assessment Act (AB 2588, 1987, Connelly Bill) was enacted in 1987 and requires stationary sources to report the types and quantities of certain substances routinely released into the air.

Of particular concern statewide are diesel-exhaust particulate matter (DPM) emissions. DPM was established as a TAC in 1998 and is estimated to represent a majority of the cancer risk from TACs statewide (based on the statewide average). Diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the state's Proposition 65 or under the federal Hazardous Air Pollutants program. Diesel emissions generated within the Barrio Logan community and the surrounding areas have been previously documented and known to pose a potential hazard to residents and visitors. As discussed below, the APCD implements rules and regulations for the control of toxic air contaminants through permitting of stationary and portable sources of air pollutants.

Following the identification of diesel particulate matter as a TAC in 1998, CARB has worked on developing strategies and regulations aimed at reducing the risk from diesel particulate matter. The overall strategy for achieving these reductions is found in the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled*

Engines and Vehicles (State of California 2000). A stated goal of the plan is to reduce the cancer risk statewide from exposure to diesel particulate matter by 85 percent by the year 2020.

In April 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective* (State of California 2005). The CARB handbook makes recommendations directed at protecting sensitive land uses from air pollutant emissions while balancing a myriad of other land use issues (e.g., housing, transportation needs, economics, etc.). It notes that the CARB Handbook is not regulatory or binding on local agencies, and recognizes that application takes a qualitative approach. As reflected in the CARB Handbook, there is currently no adopted standard for the significance of health effects from mobile sources. Therefore, the CARB has provided guidelines for the siting of land uses near heavily traveled roadways. Of pertinence to the analysis of the proposed CPU is that the CARB guidelines recommend that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles/day should be avoided when possible. Further discussion concerning this issue is contained later in this section.

Children's Environmental Health Protection Act

The Children's Environmental Health Protection Act (SB 25) established specific requirements to determine if children are adequately protected from the harmful effects of air pollution. SB 25 requires the CARB and the Office of Environmental Health Hazard Assessment to review all health-based CAAQS to determine if public health, particularly the health of infants and children, is adequately protected. It also requires a review of the air monitoring network to determine if it accurately measures the amount of pollutants in the air. Furthermore, under this bill, the state's list of TACs must be reviewed, and Air Toxic Control Measures must be implemented, in order to reduce exposure to TACs that cause children to be especially susceptible to illness.

Of particular interest to this analysis, as described in Section 4.3.1.6.a below, SB 25 required that the CARB expand the existing monitoring program in six communities around the state and conduct special monitoring. Locations were selected where children are typically present, such as schools and daycare centers, and near sources of air pollution, including busy highways and industry. One of the six communities selected for this monitoring was the Barrio Logan Community.

4.3.1.3 Environmental Setting and Climate

The San Diego region, which includes the proposed CPU area, has a Mediterranean climate characterized by warm, dry summers and mild, wet winters. The mean annual temperature for the proposed CPU area is 63°F. The average annual precipitation is approximately 10 inches, falling primarily from November to April. Winter low temperatures average about 49°F, and summer high temperatures average about 74°F (Western Regional Climate Center 2011).

The dominant meteorological feature affecting the region is the Pacific High Pressure Zone, which produces the prevailing westerly to northwesterly winds. These winds tend to blow pollutants away from the coast toward the inland areas. Consequently, air quality near the coast is generally better than that which occurs at the base of the coastal mountain range.

Fluctuations in the strength and pattern of winds from the Pacific High Pressure Zone interacting with the daily local cycle produce periodic temperature inversions that influence the dispersal or containment of air pollutants in the SDAB. Beneath the inversion layer, pollutants become “trapped” as their ability to disperse diminishes. The mixing depth is the area under the inversion layer. Generally, the morning inversion layer is lower than the afternoon inversion layer. Further, the morning inversion layer tends to be lower in the winter than in the summer. The greater the change between the morning and afternoon mixing depths, the greater the ability of the atmosphere to disperse pollutants. Therefore, air quality generally tends to be better in winter than in summer.

The prevailing westerly wind pattern is sometimes interrupted by regional “Santa Ana” conditions. A Santa Ana occurs when a strong high pressure develops over the Nevada-Utah area and overcomes the prevailing westerly coastal winds, sending strong, steady, hot, dry northeasterly winds over the mountains and out to sea. Strong Santa Ana winds tend to blow pollutants out over the ocean, producing clear days. However, at the onset or during breakdown of these conditions, or if the Santa Ana is weak, local air quality may be adversely affected. In these cases, emissions from the South Coast Air Basin (SCAB) to the north blow out over the ocean and low pressure over Baja California, Mexico draws this pollutant-laden air mass from the inland area, southward to San Diego. As the high pressure weakens, prevailing northwesterly winds reestablish themselves and send this cloud of contamination ashore in the SDAB. When this event does occur, the combination of transported and locally produced contaminants produce the worst air quality measurements recorded in the basin.

4.3.1.4 Existing Air Quality – Criteria Pollutants

Air quality at a particular location is a function of the kinds, amounts, and dispersal rates of pollutants being emitted into the air locally and throughout the basin. The major

factors affecting pollutant dispersion are wind speed and direction, the vertical dispersion of pollutants (which is affected by inversions), and the local topography.

Air quality is commonly expressed as the number of days in which air pollution levels exceed state standards set by the CARB or federal standards set by the EPA. The APCD currently maintains 10 air quality monitoring stations throughout the greater San Diego metropolitan region. Air pollutant concentrations and meteorological information are continuously recorded at these 10 stations. Measurements are then used by scientists to help forecast daily air pollution levels. The San Diego–1110 Beardsley Street monitoring station is located within the project boundary (Figure 4.3-2). The monitoring station is less than ¼ mile southwest of I-5. It is also less than ¼ mile northeast of the MTS Trolley line and Barrio Logan Station, and less than ½ mile east of the Port District 10th Avenue Marine Terminal and other port operations.

The San Diego–1110 Beardsley Street monitoring station started taking measurements on July 14, 2005, and monitors the following criteria pollutants: O_3, CO, PM_{10}, $PM_{2.5}$, NO_2, and SO_2. Table 4.3-2 summarizes the number of days per year during which state and federal standards were exceeded in the SDAB overall during the years 2007 to 2011. Table 4.3-3 provides a summary of measurements of O_3, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ collected at the San Diego–1110 Beardsley Street monitoring station for the years 2007 through 2011. Lead is not monitored at this station.

a. Ozone (O_3)

Nitrogen oxides and hydrocarbons (reactive organic gases [ROGs]) are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone. Ozone is the primary air pollution problem in the SDAB. Because sunlight plays such an important role in its formation, ozone pollution, or smog, is mainly a concern during the daytime in summer months. The SDAB is currently designated a federal and state nonattainment area for ozone.

During the past 20 years, San Diego has experienced a decline in the number of days with unhealthy levels of ozone despite the region’s growth in population and vehicle miles traveled (County of San Diego 2010b). More strict automobile emission controls, including more efficient automobile engines, have played a large role in why ozone levels have steadily decreased.

In order to address adverse health effects due to prolonged exposure, the EPA phased out the national one-hour ozone standard and replaced it with the more protective eight-hour ozone standard. The SDAB is currently a nonattainment area for the previous (1997) national eight-hour standard and is recommended as a nonattainment area for the revised (2008) national eight-hour standard of 0.075 ppm.

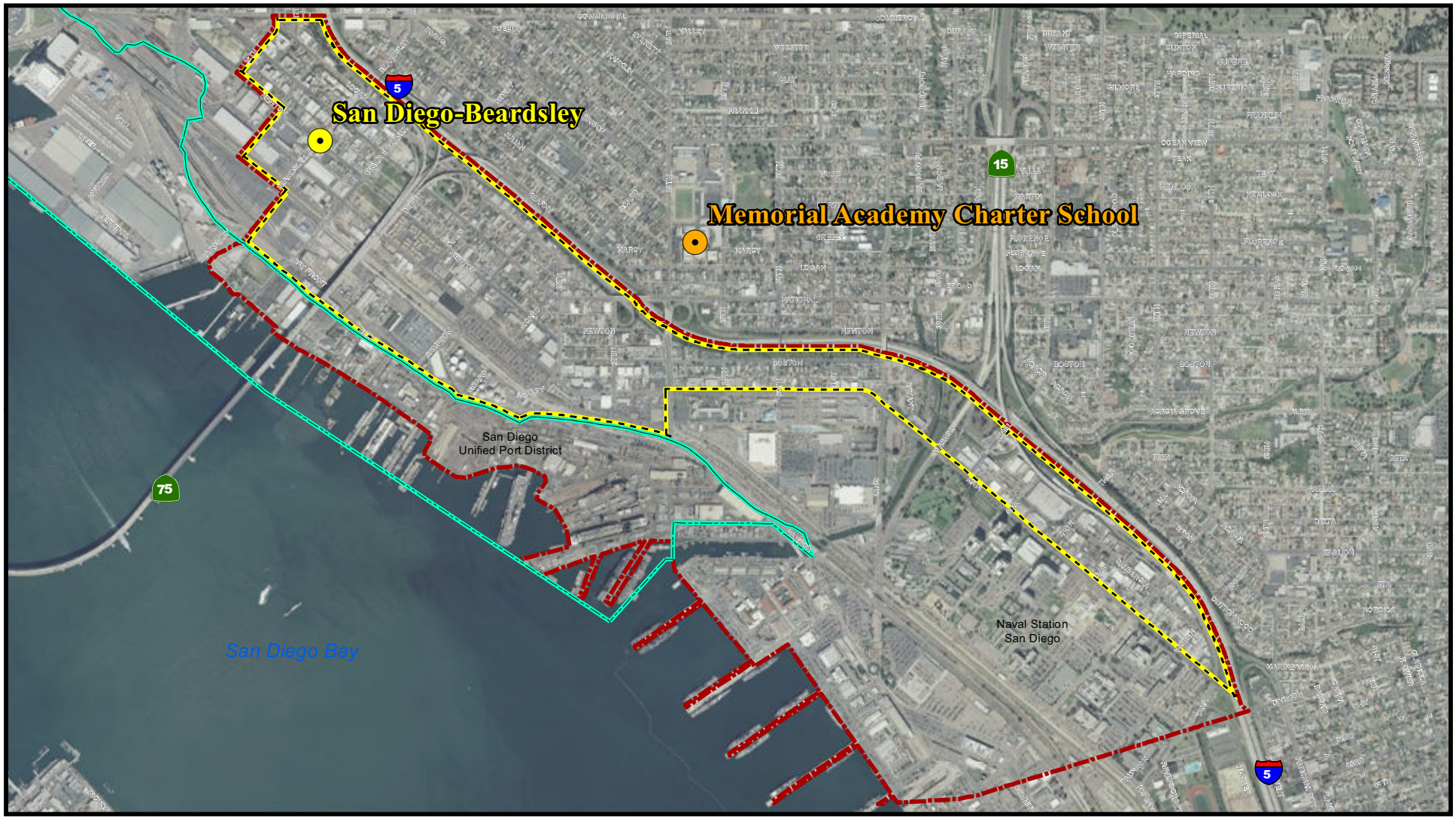

FIGURE 4.3-2
San Diego-1110 Beardsley Street Air Monitoring Station and Memorial Academy Charter School

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TABLE 4.3-2
AMBIENT AIR QUALITY SUMMARY—SAN DIEGO AIR BASIN

Pollutant	Average Time	California Ambient Air Quality Standards[a]	Attainment Status	National Ambient Air Quality Standards[b]	Attainment Status[c]	Maximum Concentration					Number of Days Exceeding State Standard					Number of Days Exceeding National Standard				
						2005	2006	2007	2008	2009	2005	2006	2007	2008	2009	2005	2006	2007	2008	2009
O_3	1 hour	0.09 ppm	N	N/A	N/A	0.113	0.121	0.134	0.139	0.119	16	23	21	18	8	0	0	1	2	0
O_3	8 hours	0.07ppm	N	0.08 ppm (1997)	N	0.090	0.100	0.092	0.110	0.098	51	68	50	69	47	5	14	7	11	4
O_3	8 hours	---	---	0.075 ppm (2008)	N	0.089	0.100	0.092	0.109	0.097	---	---	---	---	---	24	38	27	35	24
CO	1 hour	20 ppm	A	35 ppm	A	7.9	10.8	8.7	4.6	Na	0	0	0	0	Na	0	0	0	0	Na
CO	8 hours	9 ppm	A	9 ppm	A	4.71	3.61	5.18	3.51	3.54	0	0	0	0	0	0	0	0	0	0
NO_2	1 hour	0.18 ppm	A	N/A	N/A	0.109	0.097	0.101	0.123	0.091	0	0	0	0	0	N/A	N/A	N/A	N/A	N/A
NO_2	Annual	0.030 ppm	N/A	0.053 ppm	A	0.015	0.017	0.015	0.015	0.016	N/A	N/A	N/A	N/A	N/A	NX	NX	NX	NX	NX
SO_2	1 hour	25 pphm	A	N/A	N/A	4.0	4.5	2.7	1.9	Na	0	0	0	0	Na	N/A	N/A	N/A	N/A	N/A
SO_2	3 hour	---	N/A	50 pphm[d]	A	3.1	3.0	1.7	1.4	Na	N/A	N/A	N/A	N/A	N/A	0	0	0	0	Na
SO_2	24 hours	4 pphm	A	14 pphm	A	1.3	1.1	0.9	0.7	Na	0	0	0	0	Na	0	0	0	0	Na
SO_2	Annual	N/A	N/A	3 pphm	A	0.5	0.4	0.3	0.2	Na	N/A	N/A	N/A	N/A	N/A	NX	NX	NX	NX	Na
PM_{10}	24 hours	50 $\mu g/m^3$	N	150 $\mu g/m^3$	U	155	134	394	158	126	29/52.7*	27/159.4*	27/158.6*	30/163.4*	25/146.4*	1/9.2*	0/0*	1/6.1*	1/Na*	0/Na*
PM_{10}	Annual	20 $\mu g/m^3$	N	N/A	N/A	32.1	54.0	58.4	56.1	53.9	EX	EX	EX	EX	EX	N/A	N/A	N/A	N/A	N/A
$PM_{2.5}$	24 hours	N/A	N/A	35 $\mu g/m^3$	A	44.1	63.3	151	44	78.4	N/A	N/A	N/A	N/A	N/A	6/1.2	3/2.1	17/11.4	5/3.5	4/3.4
$PM_{2.5}$	Annual	12 $\mu g/m^3$	N	15 $\mu g/m^3$	A	11.8	13.1	13.3	14.9	12.2	Na	EX	EX	EX	EX	NX	NX	NX	NX	NX

SOURCE: State of California 2011a; U.S. EPA 2011a

*Measured Days/Calculated Days—Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. Particulate measurements are collected every six days. The number of days above the standard is not necessarily the number of violations of the standard for the year.

[a]California standards for ozone, carbon monoxide (except at Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and PM_{10} are values that are not to be exceeded. Some measurements gathered for pollutants with air quality standards that are based upon 1-hour, 8-hour, or 24-hour averages, may be excluded if the CARB determines they would occur less than once per year on average.

[b]National standards other than for ozone and particulates, and those based on annual averages or annual arithmetic means are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent 3-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one.

[c]A = attainment; N = non-attainment; U = Unclassifiable

N/A = not applicable; Na = data not available; NX = annual average not exceeded; EX = annual average exceeded.

ppm = parts per million, pphm = parts per hundred million, $\mu g/m^3$ = micrograms per cubic meter.

[d]Secondary Standard

TABLE 4.3-3
SUMMARY OF AIR QUALITY MEASUREMENTS
RECORDED AT THE SAN DIEGO–1110 BEARDSLEY STREET MONITORING STATION

Pollutant/Standard	2005	2006	2007	2008	2009
Ozone					
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0	0	0	0
Days Federal 1-hour Standard Exceeded (0.12 ppm)[a]	0	0	0	0	0
Days Federal 8-hour Standard Exceeded (0.075 ppm)	0	0	0	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	0	1	1	1	0
Max. 1-hr (ppm)	0.074	0.082	0.087	0.087	0.085
Max. 8-hr (ppm)	0.063	0.071	0.073	0.073	0.063
Carbon Monoxide					
Days State 8-hour Standard Exceeded (20 ppm)	0	0	0	0	0
Days Federal 8-hour Standard Exceeded (35 ppm)	0	0	0	0	0
Max. 1-hr (ppm)	4.5	5.3	4.4	3.1	NA
Max. 8-hr (ppm)	3.10	3.27	3.01	2.60	2.77
Nitrogen Dioxide					
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0	0	0
Max 1-hr (ppm)	0.100	0.094	0.098	0.091	0.078
Annual Average (ppm)	0.023	0.021	0.018	0.019	0.017
Sulfur Dioxide					
Days State 24-hour Standard Exceeded (0.04 ppm)	0	0	0	0	0
Max 24-hr (ppm)	0.005	0.009	0.006	0.007	0.006
Annual Average (ppm)	0.003	0.004	0.002	0.003	0.001
PM_{10}					
Days State 24-hour Standard Exceeded (50 $\mu g/m^3$)*	NA	64.5	24.4	23.6	18.2
Days Federal 24-hour Standard Exceeded (150 $\mu g/m^3$)	NA	0	0	0	0
Max. Daily—Federal ($\mu g/m^3$)	77.0	71.0	110.0	58.0	59.0
Max. Daily—State ($\mu g/m^3$)	78.0	74.0	111.0	59.0	60.0
State Annual Average ($\mu g/m^3$)	NA	34.3	31.2	29.3	29.4
Federal Annual Average ($\mu g/m^3$)	37.0	33.6	30.5	28.6	28.8
$PM_{2.5}$					
Days Federal 24-hour Standard Exceeded (35 $\mu g/m^3$)*	NA	2.1	8.9	3.5	3.4
Max. Daily—Federal ($\mu g/m^3$)	44.1	63.3[b]	69.6	42.0	52.1
Max. Daily—State ($\mu g/m^3$)	44.1	63.3[b]	71.4	42.0	52.1
State Annual Average ($\mu g/m^3$)	NA	13.1	11.7	10.7	11.8
Federal Annual Average ($\mu g/m^3$)	NA	13.1	12.7	13.7	11.7

SOURCE: State of California 2011a; U.S. EPA 2011a
NA = Not available.
[a]The federal 1-hour standard for ozone (0.12 ppm) has been revoked.
[b]Did not exceed the previous standard of 65 $\mu g/m^3$ but would have exceed the new 2006 standard of 35 $\mu g/m^3$.
*Calculated days. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. Particulate measurements are collected every six days. The number of days above the standard is not necessarily the number of violations of the standard for the year.

In the SDAB overall, during the five-year period of 2007 to 2011the former national eight-hour ozone standard of 0.08 ppm was exceeded 7 days in 2007, 11 days in 2008, 4 days in 2009, 1 day in 2010, and 3 days in 2011. The revised national eight-hour standard of 0.075 was exceeded 27 days in 2007, 35 days in 2008, 24 days in 2009, 14 days in 2010, and 10 days in 2011. The stricter state eight-hour ozone standard of 0.07 ppm was exceeded 50 days in 2007, 69 days in 2008, 47 days in 2009, 21 days in 2010, and 33 days in 2011.

Neither the 1997 national eight-hour standard of 0.08 ppm nor the revised 2008 national eight-hour standard of 0.075 ppm were exceeded at the San Diego–1110 Beardsley Street monitoring station. However, at the San Diego–1110 Beardsley Street monitoring station the state standard of 0.07 ppm was exceeded 1 day in 2007, and 1 day in 2008.

As mentioned, not all of the ozone within the SDAB is derived from local sources. Under certain meteorological conditions, such as during Santa Ana wind events, ozone and other pollutants are transported from the SCAB and combine with ozone formed from local emission sources to produce elevated ozone levels in the SDAB. Local agencies can control neither the source nor the transportation of pollutants from outside the air basin; therefore, the APCD's policy has been to control local sources effectively enough to reduce locally produced contamination to clean air standards.

Actions that have been taken in the SDAB to reduce ozone concentrations include:

- **TCMs if vehicle travel and emissions exceed attainment demonstration levels.** The TCMs are strategies that will reduce transportation-related emissions by reducing vehicle use or improving traffic flow.

- **Enhanced motor vehicle inspection and maintenance program.** The smog check program is overseen by the Bureau of Automotive Repair. The program requires most vehicles to pass a smog test once every two years before renewing vehicle registration in the state of California. The smog check program monitors the amount of pollutants automobiles produce. One focus of the program is identifying "gross polluters," or vehicles that exceed two times the allowable emissions for a particular model. Regular maintenance and tune-ups, changing the oil, and checking tire inflation can improve gas mileage and lower air pollutant emissions. It can also reduce traffic congestion due to preventable breakdowns, further lowering emissions.

- **Clean-fuel vehicle program.** The clean-fuel vehicle program, overseen by CARB, requires the development of cleaner burning cars and clean alternative fuels by requiring the motor vehicle industry to develop new technologies to meet air quality requirements. Clean-fuel vehicles are those that meet the emissions standards set in the 1990 amendments to the Clean Air Act. Cleaner vehicles and fuels will result in continued reductions in vehicle pollutant emissions despite increases in vehicle miles traveled.

Using air pollution control measures outlined in the RAQS, and summarized above, the APCD has effectively reduced ozone levels in the SDAB.

b. Carbon Monoxide (CO)

The SDAB is classified as a state attainment area and as a federal maintenance area for CO (County of San Diego 1998). Until 2003, no violations of the state standard for CO had been recorded in the SDAB since 1991, and no violations of the national standard had been recorded in the SDAB since 1989. The violations that took place in 2003 were likely the result of massive wildfires that occurred throughout the San Diego region. No violations of the state or federal CO standards have occurred since 2003.

Small-scale localized concentrations of CO above the state and national standards have the potential to occur at intersections with stagnation points, such as those that occur on major highways and heavily traveled and congested roadways. Localized high concentrations of CO are referred to as “CO hot spots” and are a concern at congested intersections when automobile engines burn fuel less efficiently and their exhaust contains more CO.

c. Particulate Matter Less than 10 Microns (PM_{10})

PM_{10} is particulate matter with an aerodynamic diameter of 10 microns or less, and is usually a complex mixture of very tiny solid or liquid particles composed of chemicals, soot, and dust. Sources of PM_{10} emissions in the SDAB consist mainly of urban activities, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

The SDAB is designated as federal unclassified and state nonattainment for PM_{10}. The measured federal PM_{10} standard was exceeded once in 2007, and once in 2008 in the SDAB. The 2007 exceedance occurred on October 21, 2007, at a time when major wildfires were raging throughout the San Diego region. Because this exceedance was likely caused by the wildfires and was beyond the control of the APCD, this event is covered under the EPA’s Natural Events Policy that permits, under certain circumstances, the exclusion of air quality data attributable to uncontrollable natural events (e.g., volcanic activity, wildland fires, and high wind events). The 2008 exceedance did not occur during wildfires and was not covered under this policy.

The stricter state standard was exceeded a calculated number of days of 158.6 days in 2007, 163.4 days in 2008, 146.4 days in 2009, 136 days in 2010, and 138.5 days in 2011. Particulate measurements are collected every six days and are calculated as the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected daily.

At the San Diego–1110 Beardsley Street monitoring station, the national 24-hour PM_{10} standard was not exceeded from 2007 through 2011. The stricter state 24-hour PM_{10} standard was exceeded 4 times in 2007, 4 times in 2008, 3 times in 2009 (State of California 2011a). These exceedances result in a calculated number of days that the state standard was exceeded of approximately 24.4 days, 23.6, and 18.2 days for 2007, 2008, and 2009, respectively.

d. Particulate Matter Less than 2.5 Microns ($PM_{2.5}$)

Airborne, inhalable $PM_{2.5}$ have been recognized as an air quality concern requiring regular monitoring. Federal regulations required that $PM_{2.5}$ monitoring begin January 1, 1999 (County of San Diego 1999). The San Diego–1110 Beardsley Street monitoring station is one of five stations in the SDAB that monitors $PM_{2.5}$. Federal $PM_{2.5}$ standards established in 1997 include an annual arithmetic mean of 15 $\mu g/m^3$ and a 24-hour concentration of 65 $\mu g/m^3$. As discussed above, the 24-hour $PM_{2.5}$ standard has been changed to 35 $\mu g/m^3$. However, this does not apply to the monitoring from 2004 to 2006. state $PM_{2.5}$ standards established in 2002 are an annual arithmetic mean of 12 $\mu g/m^3$.

The SDAB was classified as an attainment area for the previous federal 24-hour $PM_{2.5}$ standard of 65 $\mu g/m^3$ and has been classified as an attainment area for the revised federal 24-hour $PM_{2.5}$ standard of 35 $\mu g/m^3$ (U.S. EPA 2004, 2009). The SDAB is a nonattainment area for the state $PM_{2.5}$ standard (State of California 2009h).

The SDAB exceeded the new national standard of 35 $\mu g/m^3$ 11.4 days in 2007, 3.5 days in 2008, 3.4 days in 2009, 2 days in 2010, and 3 days in 2011. Additionally, although the federal annual standard was not exceeded during the period from 2007 through 2011, the state annual standard was routinely exceeded during this period in the SDAB.

The prior 24-hour $PM_{2.5}$ standard of 65 $\mu g/m^3$ was not exceeded and the new standard of 35 $\mu g/m^3$ was exceeded a calculated 8.9 days in 2007, 3.5 days in 2008, and 3.4 days in 2009 at the San Diego–1110 Beardsley Street monitoring station. As with the SDAB overall, the federal annual standard was not exceeded during the period from 2007 through 2011 whereas the state annual standard was routinely exceeded during this period at the San Diego–1110 Beardsley Street monitoring station.

e. Nitrogen Dioxide, Sulfur Dioxide, Lead and Other Criteria Pollutants

The federal and state standards for NO_2, SO_2, and the previous standard for lead, are being met in the SDAB, and the latest pollutant trends suggest that these standards will not be exceeded in the foreseeable future. New standards for these pollutants have been recently adopted and new designations for the SDAB will be determined in the future. The SDAB is also in attainment of the state standards for hydrogen sulfides, sulfates, and visibility-reducing particles.

4.3.1.5 Regional Background Toxic Air Contaminants

The APCD samples for toxic air contaminants at the El Cajon and Chula Vista monitoring stations. Excluding diesel particulate emissions, data from these stations indicate that the background cancer risk in 2008 due to air toxics was 135 in one million in Chula Vista, and 150 in one million in El Cajon. There is no current methodology for directly measuring diesel particulate concentrations. Based on CARB estimates, diesel particulate emissions could add an additional 420 in one million to the ambient cancer risk levels in San Diego County (County of San Diego 2010c). Thus, the combined background ambient cancer risk due to air toxics in the urbanized areas of San Diego region could potentially range from around 555 to 570 in one million. As such, the air toxic of primary concern on a regional basis is diesel particulate matter.

4.3.1.6 Previous Air Quality Monitoring Studies in the Barrio Logan Area

a. CARB Barrio Logan Studies

As mentioned in Section 4.3.1.2, SB 25 required that the CARB expand the existing air monitoring program in six communities around the state and conduct special monitoring. In order to develop assessment tools to evaluate and understand criteria and toxic air pollutant impacts in California communities affected by multiple emission sources, CARB established the Neighborhood Assessment Program, and Barrio Logan was chosen as one of those six communities.

There were three air monitoring efforts conducted in Barrio Logan and all three studies were summarized in one report (State of California 2004a). The individual studies were:

- Air Quality at the Memorial Academy Charter School in Barrio Logan, a Neighborhood Community in San Diego (State of California 2002);
- Ambient Air Monitoring for Hexavalent Chromium and Metals in Barrio Logan: May 2001 through May 2002 (State of California 2003a); and

- Measurement of Toxic Air Pollutants for Neighborhood Assessment: Final Report for Barrio Logan Measurement Study (University of California Riverside 2003).

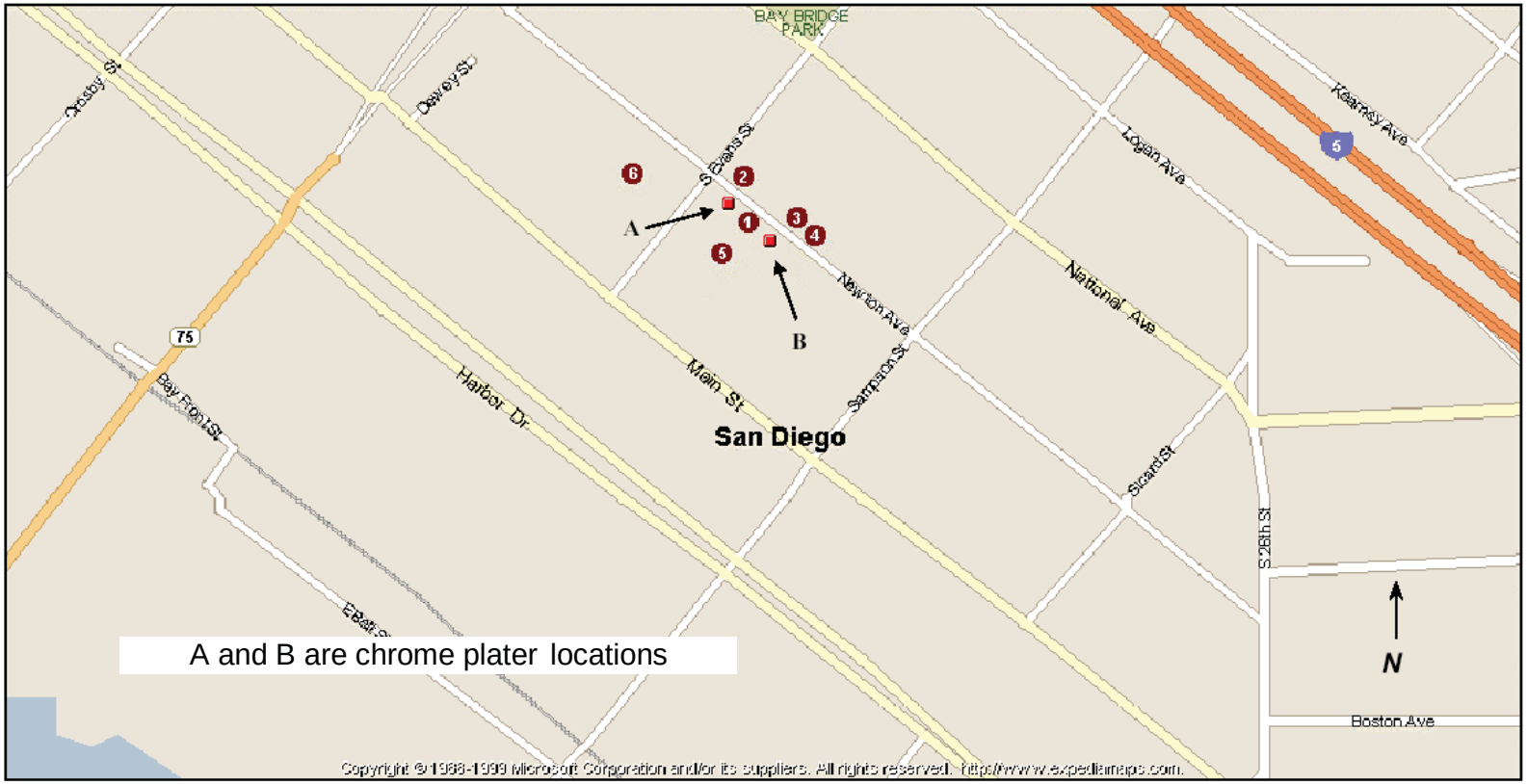
The CARB report (State of California 2004a) summarizes the results of the three studies described above. Memorial Academy Charter School was chosen as the focal point for these studies because CARB staff and the community believed it would provide information on the impact of local air pollutant sources in the neighborhood, and particularly its effects on school-age children. It was generally thought that this school might represent high concentrations of air pollutants due to its location between many neighborhood sources of air pollution (see Figure 4.3-2).

However, based on the 17 months of ambient air measurements, it was found that the air quality at Memorial Academy Charter School was similar to measurements made at other urban air monitoring locations in the San Diego region. Toxic air pollution levels at Memorial Academy Charter School were similar to measured levels in El Cajon and to statewide averages, but were slightly higher than those measured in Chula Vista. Nevertheless, the potential cancer risks due to airborne toxic pollutants at Memorial Academy Charter School and Chula Vista were found not to be statistically different. In contrast, the potential cancer risk at the school was found to be much lower than urban Los Angeles, another community monitored under this program.

Overall, it was found that as with other studies prepared in compliance with the SB 25, the monitoring was adequate for assessing the regional impact from air pollution, but not adequate for assessing very near source impacts.

With respect to the hexavalent chromium study conducted in Barrio Logan, the analysis showed that community involvement is important to identifying localized hot spots and that partnerships between the communities and the other involved government agencies are critical to the success of reducing localized sources of air pollutants (Figure 4.3-3 shows the approximate hexavalent chromium sampling locations). It was also found that sources in close proximity to residences may have a high near source impact that is very localized, but the impact of the source drops off quickly as the emissions disperse. In addition, it was determined that chrome plating operations not only may emit chromium as part of the plating process, but also may cause emissions as a result of various housekeeping activities. These findings were important as they would not have been “discovered” with regional ambient air monitoring or modeling.

Map Source: State of California 2004



All sampling locations are approximate.

Chrome Platers

A = Master Plating (Decorative Chrome), 2109 Newton
B = Carlson & Beauloye (Hard Chrome), 2141 Newton

Proposed Ambient Sampling Sites

1 = 2121 Newton Avenue
2 = Vacant Lot (collocated + met station)
3 = 2144 Newton Avenue
4 = 2152 Newton Avenue
5 = Alley
6 = Mercado Apartments

FIGURE 4.3-3
Hexavalent Chromium Sampling Locations

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The overall study findings identified that diesel particulate matter is the largest contributor to known air pollution risk in the community and area (State of California 2004a). This risk is not included in the risk estimates discussed above because there is no peer-reviewed accepted method to measure diesel particulate matter separate from other particulate matter. As discussed in Section 4.3.1.5, the CARB has estimated that diesel particulate emissions could add an additional 420 in one million to the ambient cancer risk levels in the San Diego region. The rail studies discussed in the following sections shed some light on the potential impact of diesel particulate matter in the Barrio Logan community.

b. Rail Studies

i. San Diego Imperial Valley San Diego Rail Yard Health Risk Assessment

The SDIY San Diego rail yard is located northwest of the proposed CPU area (Figure 4.3-4). This rail yard is not within the proposed CPU area and, therefore, is not specifically analyzed in this PEIR. However, in 2005, a draft health risk assessment was conducted to assess the air quality impacts of yard operations at the SDIY San Diego rail yard upon a nearby residential project (SD Freight Rail Consulting 2005). The study focused on the potential health effects resulting from diesel particulate emissions due to locomotive operations in the yard.

The report concluded that the impact of diesel emissions from the SDIY San Diego rail yard to the Ballpark Village project (the project being evaluated) was minimal and chronic health risks were also found to be less than significant. Lines of constant incremental cancer risk ("isopleths" or "contours") due to diesel particulate emissions resulting from yard operations were developed in the 2005 study and are reproduced in Figure 4.3-4. As seen in this figure, the incremental cancer risk within the proposed CPU area varies from approximately 1 in one million to over 10 in one million.

ii. South Line Rail Goods Movement Project Health Risk Assessment

This study evaluated the potential health risk effects due to diesel particulate exhaust that could result from increased operations on the SDIY "south" line (San Diego to San Ysidro). The study focused on portions of the line south of Barrio Logan and concluded that the increase in rail line operations being contemplated would result in a less than 1 in one million incremental cancer risk in the surrounding communities (Dudek 2009). Chronic health risks were also found to be less than significant.

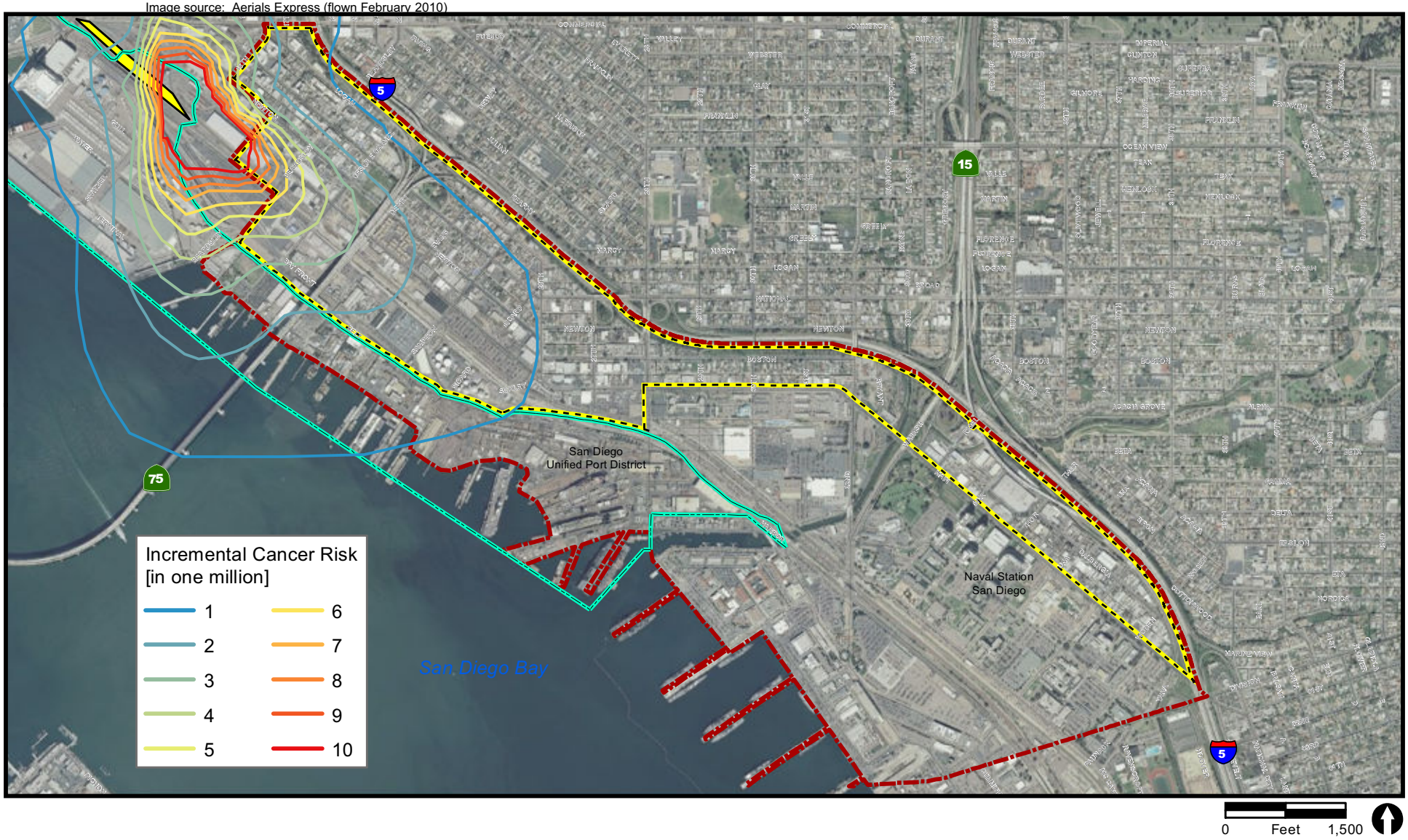

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FIGURE 4.3-4
SDIY Yard Incremental Cancer Risk Contours
Overlain on an Aerial Photograph of the CPU Area

iii. San Diego BNSF Rail Yard

BNSF Railway's San Diego rail yard is located northwest of the proposed CPU area. This rail yard lies primarily outside of the proposed CPU area and, therefore, is not specifically analyzed within this PEIR. In 2008, CARB conducted a Health Risk Assessment (HRA) to evaluate the impacts to the surrounding community from airborne diesel particulate emissions associated with activities at the BNSF Railway's San Diego rail yard (State of California 2008). As with the SDIY yard study described above, this study focused on the operations in the yard; however, the HRA also assessed airborne toxic health risks resulting from sources surrounding the yard and assessed off-site (outside of the rail yard) emissions of air toxics other than diesel particulate matter.

Isopleths of the incremental cancer risk due to both yard operations (diesel particulate emissions) and off-site sources (diesel particulate emissions and other air toxics) were developed in the 2008 study and are reproduced in Figures 4.3-5 and 4.3-6. Figure 4.3-5 shows the BNSF yard incremental cancer risk contours. The minimum incremental cancer risk contour plotted in the 2008 study is 10 in one million. As seen in this figure, the incremental cancer risk within the proposed CPU area varies from approximately 10 in one million (or less) to over 100 in one million near the rail yard.

Figure 4.3-6 shows the off-site sources incremental cancer risk contours. The minimum incremental cancer risk contour due to off-site sources plotted in the 2008 study is 25 in one million. As seen in this figure, the incremental cancer risk within the proposed CPU area varies from approximately 25 in one million to over 250 in one million, with the contours primarily centered on the off-site (beyond the rail yard) port uses.

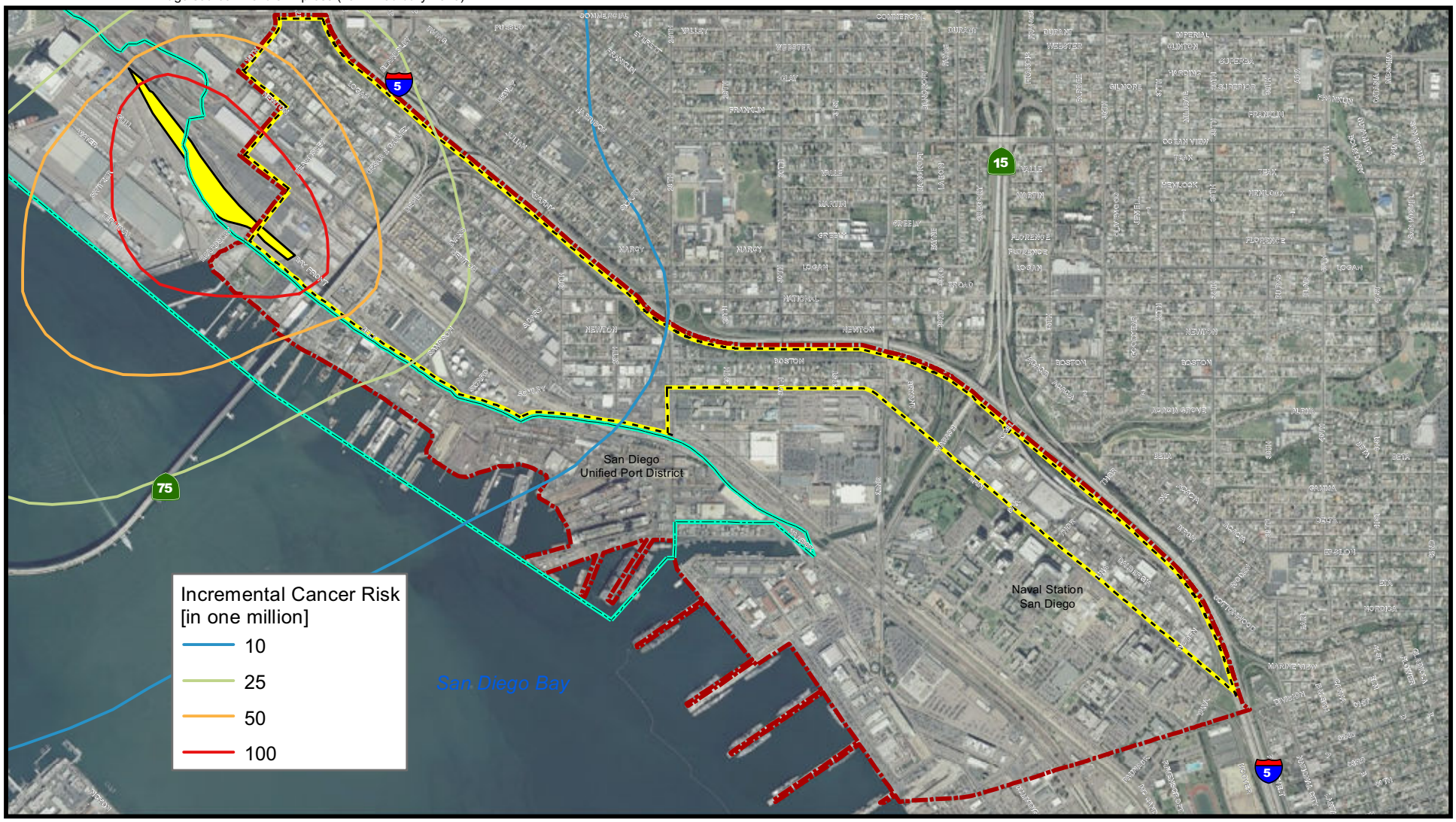
The report also discusses chronic health risks and concludes that the chronic health hazard index ranged from 0.1 to 0.2 in the residential areas surrounding the rail yard. Thus, chronic risks were found not to be significant.

4.3.1.7 Other Air Pollution Control Efforts

a. San Diego Unified Port District

Portions of the proposed CPU area include Port District lands which the City does not have jurisdictional control over. Although emissions from Port District uses are accounted for in the existing air pollutant measurements, future potential air quality impacts from Port District operations were not analyzed in this PEIR. The Port District implements the voluntary Vessel Speed Reduction (VSR) Program to reduce air pollutants and greenhouse gas emissions from cargo and cruise ships by reducing speeds within San Diego Bay. Studies show that reducing vessel speeds decreases air emissions which ultimately lead to better air quality. In the last quarter of 2009, the VSR Program resulted in a 10–12 percent reduction in emissions within the VSR zone, depending on the pollutant (Port of San Diego 2010).

Image source: Aerials Express (flown February 2010)



Barrio Logan Community Plan Area

City of San Diego Jurisdictional Lands

San Diego Unified Port District Limits

BNSF Yard

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FIGURE 4.3-5
BNSF Yard Incremental Cancer Risk Contours
Overlain on an Aerial Photograph of the CPU Area

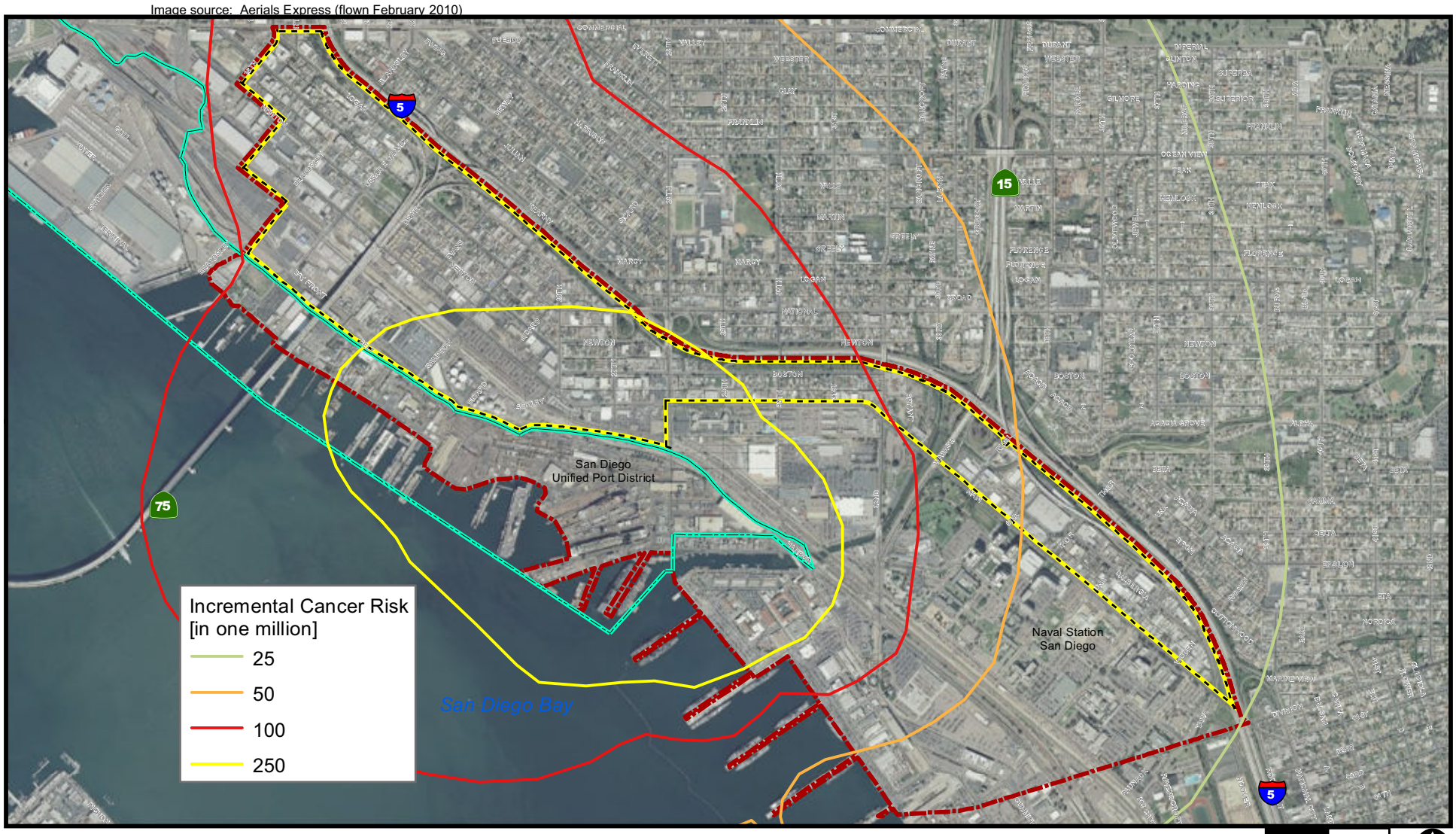

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FIGURE 4.3-6
BNSF Yard Study Off-Site Incremental Cancer Risk Contours
Overlain on an Aerial Photograph of the CPU Area

The CARB Drayage Truck Regulation (DTR) is also an ongoing effort to reduce PM and NO_X emissions from diesel-fueled engines and improve air quality associated with goods movement. The DTR, which is implemented by the Port District through its Clean Truck Program and Truck Rule (adopted in July 2010), applies to owners and operators of on-road diesel fueled, alternative diesel-fueled, and dual-fueled heavy-duty drayage trucks operated at California ports and intermodal rail facilities. The DTR is intended to reduce PM, NO_X, and other air contaminants by setting emission standards for in-use, heavy-duty diesel-fueled vehicles that transport cargo to and from California's ports and intermodal rail facilities (State of California 2011b).

Further, the Proposition 1B: Goods Movement Emission Reduction Program, administered locally by the APCD, provides grants to equipment owners on a competitive basis to upgrade their equipment to cleaner technologies. Higher grant amounts are available for cleaner technologies.

The Environmental Health Coalition (EHC) reported that despite these regulations and programs, truck trips to and from the Port District cargo terminals increased between the first and third quarters of 2010, from 11,000 to 13,000 trips per day (EHC 2011). Many of these were trucks that were exempt from the DTR, such as car carriers and trucks transporting windmill parts and outsized military equipment. In addition, trucks picking up fruit and other cargo at warehouses in Barrio Logan may not be compliant with the DTR because they do not specifically access the port (the "dray-off problem"). Thus diesel particulate emissions continue to be a concern in the Barrio Logan area.

The Port District also implemented a shore power system in November 2010, designed to reduce air emissions from cruise ships sitting in port. It is estimated that a reduction of 22 tons of air pollutants and 448 tons of greenhouse gas emissions have been achieved between November 2010, when the system went on-line, and April 16, 2011 (Port District 2011).

b. United States Naval Station San Diego

Naval Station San Diego is also within the proposed CPU area, but not under the City's jurisdiction. Therefore, potential air quality emissions from naval operations were not analyzed in this PEIR, though they are included as part of the existing condition. The Naval Station San Diego works to minimize environmental liabilities through continual review of existing operations and processes, looking for opportunities to use new technologies that are environmentally friendly, identify and review environmental impacts for significance, and set objectives and targets for the reduction and eventual elimination of the environmental impacts (U.S. Department of the Navy 2011).

4.3.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant air quality impact would occur if implementation of the proposed CPU would:

1. Result in an increased number of automobile trips or stationary source emissions which could potentially affect San Diego's ability to meet regional, state and federal clean air standards, including the RAQS or SIP; or

2. Result in air emissions that could substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations.

4.3.3 Issue 1: Clean Air Standards

Would implementation of the proposed CPU result in an increased number of automobile trips or stationary source emissions which could potentially affect San Diego's ability to meet regional, state, and federal clean air standards, including the RAQS or SIP?

4.3.3.1 Impacts

As described in Existing Conditions, the SDAB is nonattainment for the eight-hour federal and state ozone standards. Because ozone is not emitted directly but forms in the atmosphere, it is more a broader regional concern than it is a direct effect of individual projects. The SDAB is also nonattainment for both the PM_{10} and the $PM_{2.5}$ standards.

Air quality impacts can result from the construction and operation of projects implemented under the proposed CPU. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on three levels: (1) regional impacts resulting from additional population and vehicle-related emissions associated with development; (2) local hot-spot effects stemming from sensitive receivers being placed close to highly congested roadways, freeways, and other localized sources of air pollutants (e.g., factories, trains, etc.); and (3) introduction of new stationary source emitters. In the case of the proposed CPU, operational impacts would be primarily due to emissions to the basin from mobile sources associated with the vehicular travel along the roadways within the proposed CPU area. Other sources of operational emissions would include stationary sources, such as fireplaces and natural gas heating.

Given that the proposed CPU is a plan, it does not in and of itself involve project construction or operation. However, its implementation would allow for the build-out of the proposed CPU area in accordance with its proposed land use designations and allowable density under Scenario 1 and Scenario 2.

Air emissions for each land use scenario were calculated using the California Emissions Estimator Model (CalEEMod) computer program that was released in March 2011 by the CARB (State of California 2011c). The CalEEMod 2011 v1.1 program is a tool used to estimate air emissions resulting from land development projects in the State of California. CalEEMod was developed by the CARB and an air quality consultant, with the participation of several state air districts including the SCAQMD and the APCD.

In brief, CalEEMod is a computer model that estimates criteria air pollutant and greenhouse gas emissions from mobile (i.e., vehicular) sources, area sources (fireplaces, woodstoves, and landscape maintenance equipment), energy use (electricity and natural gas used in space heating, ventilation, and cooling; lighting; and plug-in appliances), water and wastewater use, and solid waste disposal. Emissions are estimated based on land use information input to the model by the model user (see the air quality technical report in Appendix C of this PEIR for the specific inputs for each projected emissions model run).

Emissions of NO_x, CO, SO_x, PM_{10}, $PM_{2.5}$, and ROG, an ozone precursor, are calculated for both Scenario 1 and Scenario 2. Emission factors are not available for lead, and consequently, lead emissions are not calculated. The SDAB is currently in attainment of the state and federal lead standards. Furthermore, fuel used in construction equipment and most other vehicles is no longer leaded.

a. Construction Emissions

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions include:

- Fugitive dust from grading activities;
- Construction equipment exhaust;
- Construction-related trips by workers, delivery trucks, and material-hauling trucks; and
- Construction-related power consumption.

Air pollutants generated by the construction of future projects within the proposed CPU area would vary depending upon the number of projects occurring simultaneously and the size of each individual project. Construction-related pollutants result from dust raised

during demolition and grading (fugitive dust), emissions from construction vehicles, and chemicals used during construction.

Fugitive dust emissions vary greatly during construction and are dependent on the amount and type of activity, silt content of the soil, and the weather. Vehicles moving over paved and unpaved surfaces, demolition, excavation, earth movement, grading, and wind erosion from exposed surfaces are all sources of fugitive dust. Dust control during demolition and grading operations would be implemented to reduce potential nuisance impacts. Construction operations are subject to the particulate and fugitive dust requirements established in Regulation 4, Rules 52, 54, and 55 of the APCD's rules and regulations.

Additionally, as of January 1, 2011, architectural paints and coatings shall comply with volatile organic compound (VOC) limits specified in CalGreen 2010 (Green Building Standards Code, California Code of Regulations, Title 24, Part 11) unless more stringent local limits apply. Currently, depending on the coating, the CalGreen VOC limits generally are more stringent than the APCD limits specified in Rule 67.0. The CalGreen VOC limit is 150 mg/L whereas APCD Rule 67.0 allows a VOC content for coatings of up to 250 mg/L. The CalGreen architectural coating VOC limit of 150 mg/L was used in each model run for all coatings**.**

The exact number and timing of all development projects that could occur under the proposed CPU are unknown. However, since the area is heavily developed, it can be assumed that these areas would experience relatively small projects in terms of land area, most of which would involve the demolition of existing structures and improvements, with limited grading.

To illustrate the range of potential air effects from future projects that could occur under either Scenario 1 or Scenario 2, two types of hypothetical projects were evaluated. These hypothetical projects include a 1.8-acre multi-family residential project and a 65,000 square foot industrial project. The 1.8-acre multi-family development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of a 29-unit multi-family structure. The industrial development is assumed to consist of the demolition of an existing 5,000-square-foot structure and the construction of 65,000 square feet of industrial use. This analysis assumes the implementation of standard dust and emission control during grading operations and low VOC architectural coatings utilized to reduce potential impacts and to ensure compliance with APCD rules and regulations. A summary of the modeling results is shown in Table 4.3-4.

TABLE 4.3-4
DAILY CONSTRUCTION EMISSIONS
(pounds/day)

Pollutant	Multi-family Project	Industrial Project	Threshold
ROG	55.0	90.9	137
NO_X	44.3	44.3	250
CO	26.9	26.9	550
SO_2	0.0	0.0	250
PM_{10} Total	7.8	7.8	100
PM_{10}—fugitive dust	5.9	5.9	--
PM_{10}—exhaust	2.8	2.8	--
$PM_{2.5}$ Total	4.8	4.8	55
$PM_{2.5}$ —fugitive dust	2.9	2.9	--
$PM_{2.5}$—exhaust	2.8	2.8	--

NOTE: the total PM emissions indicated in the CalEEMod output files do not equal the sum of the individual source emissions.

Note that the emissions summarized in Table 4.3-4 are the maximum emissions for each pollutant and that they may occur during different phases of construction, and would not necessarily occur simultaneously. These are, therefore, the worst-case emissions.

The APCD does not provide specific numerics for determining the significance of mobile source-related impacts, or for evaluating CEQA projects or projects that do not require an APCD permit to operate (e.g., non-stationary sources). However, APCD does specify Air Quality Impact Analysis trigger levels, or thresholds, for new or modified stationary sources (APCD Rules 20.2 and 20.3). Although these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes these levels are used to evaluate the increased emissions that would be discharged into the SDAB if the proposed CPU were approved.

These thresholds are also utilized by the City in their 2011 Significance Determination Thresholds as one of the considerations when determining the potential significance of air quality impacts for projects within the city. APCD Rules 20.2 and 20.3 do not specify thresholds for ROG or $PM_{2.5}$. The threshold for ROG used by the City is based on levels per the SCAQMD and Monterey Bay APCD which have similar federal and state attainment status as San Diego (City of San Diego 2011a). The terms ROG and VOC are essentially synonymous and are used interchangeably in this analysis. The threshold for $PM_{2.5}$ used by the City was obtained from the SCAQMD Final Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds (SCAQMD 2006). The air quality impact screening levels used in this analysis are shown in Table 4.3-5.

TABLE 4.3-5
AIR QUALITY IMPACTSCREENING LEVELS

Pollutant	Emission Rate (lb/hr)	(lb/day)	(tons/yr)
NO_X	25	250	40
SO_X	25	250	40
CO	100	550	100
PM_{10}	--	100	15
Lead	--	3.2	0.6
VOC, ROG[1]	--	137	15
$PM_{2.5}$[2]	--	55	10

SOURCE: APCD, Rule 20.2 (12/17/1998); City of San Diego 2011a.
[1]VOC threshold based on levels per SCAQMD and Monterey Bay APCD which have similar federal and state attainment status as San Diego.
[2]$PM_{2.5}$ threshold obtained from the SCAQMD *Final Methodology to Calculate $PM_{2.5}$ and $PM_{2.5}$ Significance Thresholds* (SCAQMD 2006)

The estimated construction emissions for the two hypothetical individual projects (see Table 4.3-4) were compared to the thresholds shown in Table 4.3-5 for assessing the significance of the air quality emissions that may occur during future construction. As seen, the relatively small hypothetical individual projects are not expected to result in air emissions that exceed the applicable thresholds. However, if several of these projects were to occur simultaneously, there is the potential to exceed significance thresholds. Future development projects would require project-specific review of grading and construction details to ensure that generation of pollutant emissions would be reduced to the greatest extent practicable. This determination is the same for both Scenario 1 and the Scenario 2.

The SDAB is in nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Clearly, there is the potential for future projects that would conform to the proposed CPU to contribute to cumulatively considerable emissions should multiple projects be implemented simultaneously. Should multiple small projects be initiated in any given year, the potential exists that the construction of those projects would result in a cumulatively considerable increase in criteria air pollutant emissions, which would be considered a significant impact.

With respect to future projects within the proposed Coastal Categorical Exclusion Area, those projects would be required to demonstrate compliance with APCD regulations and associated BMPs related to construction, including low-emission and low-exhaust vehicle fleet usage, demolition debris and dust management and suppression techniques, and use of low VOC architectural coatings. However, consistent with the analysis above, there is the potential for future projects that would conform to the proposed CPU to contribute to cumulatively considerable emissions should multiple projects be implemented simultaneously within and adjacent to the proposed Coastal Categorical Exclusion Area. Therefore, with implementation of measures noted above,

construction emissions associated with individual future development within the proposed Coastal Categorical Exclusion Area, under either Scenario 1 or Scenario 2, would be less than significant; cumulatively, however, construction emissions would have the potential to be significant.

b. Operational Emissions

Operational source emissions would originate from traffic generated within, or as a result of, the proposed CPU. Area source emissions would result from activities such as the use of natural gas, fireplaces, and consumer products. In addition, landscaping maintenance activities associated with the proposed land uses would produce pollutant emissions.

For comparative purposes, air emissions were calculated for the existing land uses and the proposed CPU Scenario 1 and Scenario 2 land use plans in the year 2030 using CalEEMod 2011. Air emissions were also calculated for build-out of the adopted Community Plan for use in the discussion of compatibility with applicable air quality management plans (specifically the RAQS). Table 4.3-6 summarizes the existing and future build out of land uses entered into CalEEMod 2011.

TABLE 4.3-6
EXISTING AND FUTURE MODELED LAND USES

Land Uses[1]	Existing (Year 2010)	Adopted Community Plan (Build-out)	Scenario 1 (Build-out)	Scenario 2 (Build-out)
Commercial (square feet)[2]	1,234,490	1,741,210	2,191,310	2,465,104
Educational (student)	634	529	529	529
Educational (square feet)[3]	8,700	61,300	61,300	61,300
Hotel (rooms)	67	0	0	0
Industrial (square feet)[4]	2,482,850	6,590,300	3,300,500	3,660,400
Park (acres)	0	9	9	9
Retail (square feet)[5]	194,900	194,600	194,600	194,600
Retail (pumps)	16	0	0	0
Residential: Multi-family (dwelling units)[6]	518	3,191	4,203	3,642
Residential: Single-family (dwelling units)	477	31	69	56

Source: Appendix C (RECON 2012).
[1]Land use data obtained from Kimley–Horn & Associates, Inc. 2011 traffic impact analysis and recategorized to match land use subtypes of CalEEMod. The Scenario 2 numbers were updated per the revised Table 6-1 from the TIS addendum and City data.
[2]Includes low rise office, other public service, other transportation, rail station, street front commercial, fire or police station, and other health care.
[3]Includes existing junior college.
[4]Includes heavy industrial, light industrial and warehousing.
[5]Includes fast food restaurant and neighborhood shop center.
[6]The residential categories have the same designations in CalEEMod.

Portions of existing developed lands within the proposed CPU area would remain and likely not change as a part of the proposed CPU. These include several single-family residences, recently constructed multi-family residences, recently entitled projects, existing major public and institutional uses such as the Cesar Chavez Continuing Education Center, the health center, Cesar Chavez and Chicano parks, Perkins Elementary School, and the Barrio Station. Because the existing developed land uses were built to older, less stringent code requirements than those applicable to future development, the existing developed land uses that would not change and the land uses that would be developed or re-developed as a part of build-out of the proposed CPU land use scenarios have different energy consumptions associated with them. In order to reflect these energy consumption differences, emissions were estimated using two separate CalEEMod runs for the land uses in the proposed CPU Scenario 1 and Scenario 2 land use plans. These two runs are termed "No Change" to reflect the existing unchanging land uses and "Change" to reflect the future development areas.

The quantities listed in Table 4.3-7 consist of the existing developed land uses that were assumed to remain and not be redeveloped as part of either of the proposed CPU scenarios.

TABLE 4.3-7
EXISTING LAND USES THAT WILL REMAIN AND NOT CHANGE

Land Uses	Adopted Community Plan (Build-out)	Scenario 1 (Build-out)	Scenario 2 (Build-out)
Residential Single Family (du)	31	69	56
Residential Multi-Family (du)	375	532	603
Educational (student)	529	529	529
Educational (sf)	8,700	8,700	8,700
Government Office Building (Barrio Station) (sf)	110,000	110,000	110,000
Medical Office Building (Health Center) (sf)	76,400	76,400	76,400
General Office Building (Public/Institutional) (sf)	257,010	257,010	257,010
Park (acres)	9.1	9.1	9.1

Source: Appendix C (RECON 2012).
du: dwelling unit; sf: square feet

The quantities in Table 4.3-7 were subtracted from the total build-out quantities in Table 4.3-6 in order to obtain the land use quantities subject to future development for use in the first model run ("Change"). The remaining quantities (unchanging existing development) were used in the second model run ("No Change). It was assumed that the energy related emissions associated with the developed land uses that would not be redeveloped were related to older energy codes, while those associated with new development projects would be the result of recent energy code revisions. The two

model runs were then added together to obtain the total projected emissions associated with the proposed CPU build-out year.

To account for higher urban existing and planned residential densities associated with the proposed CPU under both Scenario 1 and Scenario 2, CalEEMod's default three dwelling units per acre for single-family residential was changed to 14 dwelling units per acre in the land use input module.

As shown in Table 4.3-8, Scenarios 1 and 2 would result in future emissions of ROG, CO, SO_2, PM_{10}, and $PM_{2.5}$ greater than the existing condition. When comparing Scenarios 1 and 2, criteria pollutant emissions would vary between the scenarios. ROG and CO emissions would be higher under Scenario 1 and principally would come from area source emissions associated with residential land uses, such as consumer products. NO_x is highest under Scenario 2, and would be associated primarily with increased diesel traffic due to the increased industrial uses. SO_2 is very similar between the two proposed scenarios, with Scenario 2 emissions estimated to be slightly higher than Scenario 1. PM_{10} would be slightly higher under Scenario 2 (roughly 5 percent higher), and $PM_{2.5}$ would be slightly lower under Scenario 2 (roughly 12 percent lower). Therefore, depending on the criteria pollutant, the impact under each scenario would vary. Additionally, both scenarios would represent a significant, unmitigable impact when compared to existing conditions.

The CARB has established guidelines per Section 15125(d) of the CEQA Guidelines for the purpose of assessing the potential impacts that these emissions may have on implementation of the applicable air quality plans (e.g. SIP). Specifically, the direct impacts of a project can be measured by the degree to which the project would be consistent with regional plans, which include the 1991/1992 RAQS and the associated TCM, and the SIP. The CARB criteria are as follows:

1. Is an Air Quality Plan being implemented in the area where the project is proposed?

2. Is the proposal consistent with the growth assumptions of the applicable AQMP?

3. Does the project contain in its design all reasonably available and feasible air quality control measures?

With respect to the first criterion, the proposed CPU area is within the City, which is within the SDAB. The 1991/1992 RAQS/TCMs (and triennial updates) and applicable portions of the SIP are being implemented by the APCD throughout the SDAB. Therefore, the proposed CPU fulfills the first criteria from the CARB guidelines.

TABLE 4.3-8
AVERAGE DAILY OPERATIONAL EMISSIONS TO THE SAN DIEGO AIR BASIN
(pounds/day)

	Existing Emissions				Adopted Community Plan				Scenario 1				Scenario 2			
	(Year 2009)				(Year 2030)				(Year 2030)				(Year 2030)			
Season/ Pollutant	Area Source	Energy Source	Mobile Source	Total Emissions[1]	Area Source	Energy Source	Mobile Source	Total Emissions[1]	Area Source	Energy Source	Mobile Source	Total Emissions[1]	Area Source	Energy Source	Mobile Source	Total Emissions[1]
Summer																
ROG	683	3	520	1,206	2,045	5	476	2,525	2,554	4	346	2,904	2,250	4	388	2,642
NOx	10	26	1,094	1,130	33	47	850	929	44	37	616	697	38	38	691	767
CO	862	19	5,342	6,223	2,780	33	3,900	6,714	3,683	26	2,797	6,506	3,188	28	3,141	6,357
SO_x[2]	1	0	6	7	2	0	12	15	3	0	9	11	3	0	9	12
PM_{10}	113	2	657	773	367	4	1,423	1,793	486	3	1,007	1,496	421	3	1,132	1,556
$PM_{2.5}$	113	2	42	157	367	4	78	448	486	3	55	544	421	3	62	486
Winter																
ROG	683	3	562	1,247	2,045	5	503	2,553	2,554	4	365	2,923	2,250	4	409	2,663
NOx	10	26	1,157	1,193	33	47	878	958	44	37	635	716	38	38	713	789
CO	862	19	5,343	6,224	2,780	33	3,863	6,676	3,683	26	2,784	6,493	3,188	28	3,125	6,341
SO_x[2]	1	0	5	6	2	0	12	14	3	0	8	12	3	0	9	12
PM_{10}	113	2	658	773	367	4	1,423	1,794	486	3	1,007	1,496	421	3	1,132	1,556
$PM_{2.5}$	113	2	42	158	367	4	78	448	486	3	55	544	421	3	62	486

[1]Totals may differ due to rounding.
[2]Emissions calculated by CalEEMod are for SO_2.

The RAQS, TCMs, and SIP developed by the APCD and SANDAG, set forth the steps needed to accomplish attainment of state and federal ambient air quality standards. The basis for these plans is the distribution of population in the region as projected by SANDAG. The proposed CPU under both Scenario 1 and Scenario 2 would result in changes to the development potential that would, in turn, result in an inconsistency with the current air quality plans that are based on the population projections derived from the existing adopted Community Plan.

Relative to the adopted Community Plan, Scenario 1 would result in an increase in the number of residential units by approximately 32.6 percent; an increase in the amount of land designated for commercial development by 25.8 percent; and a decrease in the amount of land designated for industrial use by 49.9 percent.

Relative to the adopted Community Plan, Scenario 2 would result in an increase in the number of residential units by approximately 14.8 percent; an increase in the amount of land designated for commercial development by 41.6 percent; and a decrease in the amount of land designated for industrial use by 44.5 percent.

Additionally, the proposed CPU scenarios would result in a change to the land use designation. These proposed land use changes under either proposed CPU scenario would not be consistent with the land use designations upon which the RAQS and SIP were based and thus would not be consistent with the growth assumptions used in development of the local air quality plans.

With respect to mobile source emissions, development under the adopted Community Plan would generate approximately 164,310 vehicles per day. Development associated with the Scenario 1 land uses would result in approximately 137,267 ADT, which is 27,043 fewer trips than what would occur under the adopted Community Plan. Development associated with the Scenario 2 land uses would result in approximately 152,430 ADT, which is 11,880 fewer trips than what would occur under the adopted Community Plan (Appendix B).

Although the number of daily trips are anticipated to decrease for either of the proposed CPU scenarios relative to the adopted Community Plan, the relative change in criteria pollutant emissions may increase or decrease depending on the criteria pollutant under consideration because of the land use changes. The SDAB is a federal and state nonattainment area for ozone, and ozone is addressed in the RAQS. Because both of the proposed scenarios would result in an increase in ROG when compared to the adopted Community Plan (see Table 4.3-8), these emissions were not accounted for in the development of the RAQS, and therefore neither of the proposed scenarios would be consistent with the RAQS.

Both proposed CPU Scenarios 1 and 2 would result in greater $PM_{2.5}$ emissions than would occur under the adopted Community Plan. The SDAB is a state nonattainment area for $PM_{2.5}$. Emissions of NO_x, CO, SO_2, and PM_{10} under the proposed CPU scenarios would be less than those expected under the adopted Community Plan.

As such it is concluded that either of the proposed CPU land use scenarios would conflict with the adopted air plans and result in increases in criteria air pollutant emissions for which the basin is in nonattainment. This is considered a significant impact.

In response to the last CARB criteria, with the exception of projects developed by right, approval of the proposed CPU would not permit the construction of any other individual projects, and no specific development details are available at this time. The individual projects subject to subsequent review would be required to use best management practices to decrease emissions.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the determinations of inconsistency or significance summarized above. However, future projects within the proposed Coastal Categorical Exclusion Area would be required to demonstrate compliance with APCD regulations and associated BMPs related to construction, including low-emission and low-exhaust vehicle fleet usage, demolition debris and dust management and suppression techniques, and use of low VOC architectural coatings. There remains the potential for future projects that would conform to the proposed CPU under either scenario to contribute to cumulatively considerable emissions should multiple projects be implemented simultaneously within and adjacent to the proposed Coastal Categorical Exclusion Area. Therefore, with implementation of measures noted above, construction emissions associated with individual future development within the proposed Coastal Categorical Exclusion Area, under either Scenario 1 or Scenario 2, would be less than significant; cumulatively, however, construction emissions would have the potential to be significant.

Therefore, under the CARB thresholds for significance, the proposed CPU under both Scenario 1 and the Scenario 2, with the proposed Coastal Categorical Exclusion, would result in significant impacts related to operational emissions and inconsistencies with adopted regional air quality plans.

4.3.3.2 Significance of Impacts

Although the proposed CPU scenarios would result in fewer overall vehicle trips than are anticipated to occur under the adopted Community Plan, as discussed above both Scenario 1 and Scenario 2 would result in an increase in residential units and land designated for commercial and industrial uses, which is inconsistent with the currently

adopted plans. Because these land use changes result in greater emissions of ROG, an ozone precursor, when compared to the adopted Community Plan, Scenario 1 and Scenario 2 would conflict with the RAQS/TCMs and represent a significant impact.

Therefore, it is concluded that implementation of the proposed CPU could result in an increased area or stationary source emissions which could potentially affect San Diego's ability to meet regional, state, and federal clean air standards, including the RAQS and TCMs. Impacts would be significant.

4.3.3.3 Mitigation, Monitoring, and Reporting

The proposed CPU land use changes under both Scenario 1 and Scenario 2 would be inconsistent with the land use designations upon which the current air quality plans and RAQS were based and would result in an increase in ROG emissions when compared to the adopted Community Plan. Therefore, the proposed CPU scenarios would not conform to the current air quality plans. Consequently, adoption of either of the proposed CPU scenarios would result in a significant conflict with the adopted air plans. Because the significant air impact stems from an inconsistency between the proposed CPU and the adopted land use plans upon which the RAQS were based, the only measure that can lessen this effect is the revision of the RAQS based on the revised population and land use acreages proposed under either Scenario 1 or Scenario 2. This effort is the responsibility of SANDAG and the APCD and is outside the jurisdiction of the City. As such, no mitigation would be available to the City.

4.3.3.4 Significance after Mitigation

The revision of the RAQS and the SIP is the responsibility of SANDAG and the APCD and is outside the jurisdiction of the City. As such, no mitigation would be available to the City. Impacts would remain significant and unmitigable until the air quality plans are amended.

4.3.4 Issue 2: Air Pollutant Emissions

Would implementation of the proposed CPU result in air emissions that could substantially deteriorate ambient air quality, including the exposure of sensitive receptors to substantial pollutant concentrations?

4.3.4.1 Impacts

a. Criteria Pollutants

As discussed in Section 4.3.3, emissions due to construction of small individual projects are not expected to exceed the applicable thresholds. Approval of the proposed CPU

would not permit the construction of any individual project, and no specific development details are available at this time. The information related to construction is presented in Section 4.3.3 to illustrate the potential scope of air impacts for future projects that could be implemented under the proposed CPU for either Scenario 1 or Scenario 2.

Both scenarios would decrease the amount of industrial use relative to the adopted Community Plan while increasing the number of housing units, as well as substantially increasing the amount of commercial development as compared to the adopted Community Plan. As shown in Table 4.3-8, Scenarios 1 and 2 would result in future emissions of ROG, CO, SO_2, PM_{10}, and $PM_{2.5}$ that are greater than the existing condition. Emissions of ROG, CO, and $PM_{2.5}$ would be greatest under Scenario 1, and emissions of SO_2 and PM_{10} would be greatest under Scenario 2. As noted above, the SDAB is a state and federal nonattainment area for ozone, and a state nonattainment area for PM_{10}, and $PM_{2.5}$. As such, an increase in future emissions of particulates and ozone precursors would result in a significant air quality impact.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the criteria pollution emissions or significance summarized above. Therefore, the proposed CPU under both Scenario 1 and Scenario 2, with the proposed Coastal Categorical Exclusion, would result in significant impacts related to criteria pollution emissions for construction and operation.

b. Health Risk Assessment

The APCD does not specify thresholds for evaluating CEQA projects or for projects that do not require an APCD permit to operate (e.g., non-stationary sources). In general, for permitted projects, the APCD does not identify a significant impact if the potential health risks from the proposed project would not exceed the health risk public notification thresholds specified by APCD Rule 1210. The public notification thresholds are:

i. Maximum incremental cancer risks equal to or greater than 10 in one million, or

ii. Cancer burden equal to or greater than 1.0, or

iii. Total acute noncancer health hazard index equal to or greater than 1.0, or

iv. Total chronic noncancer health hazard index equal to or greater than 1.0.

Therefore, for the purposes of evaluating the potential health risks associated with the air toxics addressed in this assessment, a significant impact would occur if the worst-case incremental cancer risk is greater than or equal to 10 in one million, or if the worst-case total chronic health hazard index is greater than or equal to one.

As previously discussed, diesel particulate matter has been identified as an air toxic of concern. Both diesel-electric locomotives and vehicles (primarily heavy-duty trucks) emit diesel particulates through the combustion of diesel fuel. An assessment was made of the potential direct impacts to receivers within the proposed CPU area resulting from diesel particulate emissions due to main line rail operations within and adjacent to the plan area, as well as diesel particulate emissions from vehicular traffic on the freeways (I-5, SR-15, and SR-75) and designated truck routes within and adjacent to the plan area. It is noted that the diesel particulate emissions are generated by external sources (e.g., trains and vehicular traffic) rather than the uses within the proposed CPU area.

The assessment generally follows the Office of Environmental Health Hazard Assessment's Air Toxics Hot Spots Program Risk Assessment Guidelines (State of California 2003b) and guidance provided by the APCD (County of San Diego 2006). Other Guidance includes the CARB's *ARB Health Risk Assessment Guidance for Rail Yard and Intermodal Facilities* (State of California 2006a), the CARB's *Roseville Rail Yard Study* (*Roseville Study*; State of California 2004b), and several studies prepared for the BNSF San Diego rail yard (ENVIRON 2008a, 2008b; State of California 2008).

Two types of adverse health effects are generally considered in health risk assessments: noncarcinogenic and carcinogenic. Noncarcinogenic effects are assumed to have a level of exposure at which these chemicals produce no adverse effects in the human body, but exposure at an identified level, or threshold, may result in adverse health effect.

Carcinogenic effects from chemicals have been shown or are suspected to produce tumors in animals or humans, and there are no threshold levels below which these chemicals are assumed not to have carcinogenic effects. Therefore, carcinogenic effects are assessed in terms of incremental or excess risks.

For this assessment, only long-term carcinogenic and long-term noncarcinogenic (chronic) risks resulting from diesel particulate matter exposure are evaluated (acute [short-term] health risks due to diesel particulate matter exposure have not been identified). Further, the sources of the diesel particulate matter emissions considered in this assessment are limited to vehicles and locomotives. Therefore, the assessment only considers the inhalation exposure pathway (as opposed to, for example, ingestion due to contaminated food).

Carcinogenic risk characterization estimates the probability that cancer will occur in an individual in a potentially exposed population. A 70-year lifetime exposure is used to evaluate potential risks to residential areas. However, potential risks to commercial areas are more accurately reflected by worker exposure. In general, it is assumed that workers that are affected by facility emissions would be exposed 8 hours per day, 5 days per week, 49 weeks per year, for 40 years (State of California 2003b; County of San Diego 2006).

For assessing residential carcinogenic risk, the guidance provides three values for the 70-year exposure daily breathing rate that are used to estimate the range of risk. These values are represented in breathing rates at the mean at a 65th percentile, 80th percentile, and high end at a 95th percentile. The HRA guidance recommends that the risk for all three breathing rates be identified in the assessment (State of California 2003b, 2003c). However, it appears that the cancer risk contours in the rail yard studies discussed above in Section 4.3.1.6.b, were generated using the 80th percentile breathing rates. Therefore, for consistency in comparing results across studies, the discussion of residential incremental cancer risk in this assessment focuses on risks associated with the 80th percentile breathing rate.

i. Freeway Traffic Emissions

The analysis includes calculation of potential incremental cancer risks and chronic health hazard indices resulting from exposure to diesel particulates produced by vehicles on the freeways. The calculation first involves generation of diesel particulate composite emission factors for the vehicle fleet on the freeways using the EMFAC2007 program (State of California 2006b). Diesel particulate emissions were assumed to be equal to the PM_{10} exhaust emissions from diesel powered vehicles. Other default parameters provided by the model for the SDAB were used in the calculation of individual emission factors for each type of vehicle in the fleet.

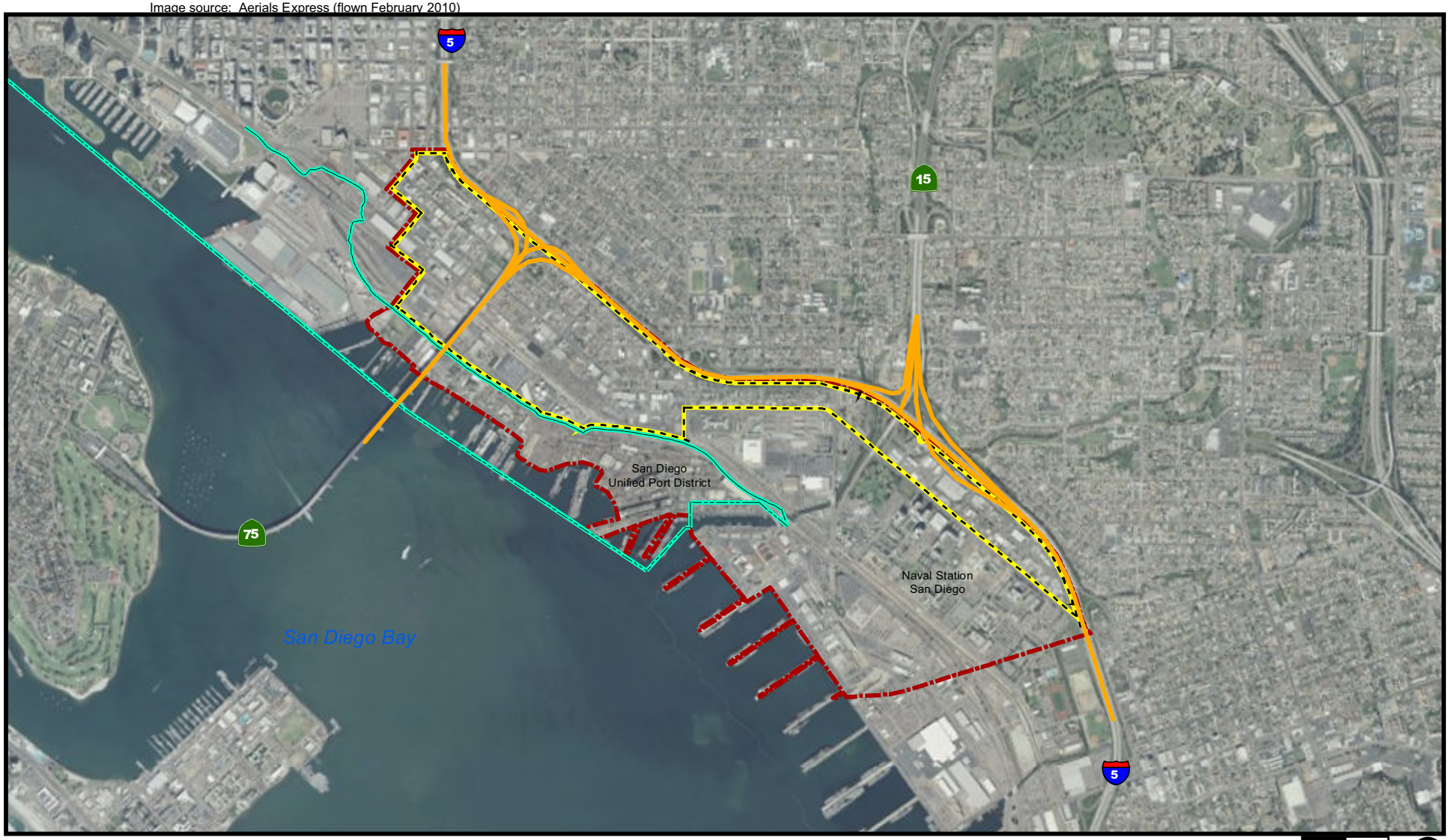
These emission factors were then applied to the vehicles using the freeway and the resulting emissions were dispersed using the CALINE4 dispersion model, which results in predicted concentrations of diesel particulates at modeled locations throughout the community. It is a line source dispersion model that does not specifically address topographic variability or intervening structures (e.g., flat site topography was assumed). Figure 4.3-7 indicates the modeled freeway segments for Scenario 1 and Scenario 2. Future traffic volumes for I-5, SR-75, and SR-15 were obtained from the Traffic Impact Analysis prepared for both Scenario 1 and Scenario 2 (Kimley–Horn and Associates 2011; Addendum 2012).

Wind direction, speed, and frequency for the five-year period from 2006 through 2010 were taken into account based on a wind rose, a tool used by meteorologists to provide wind speed and directions, developed for Lindbergh Field surface wind data. Average annual diesel particulate concentrations were calculated for a grid of receivers throughout the community.

ii. Truck Route Emissions

The analysis also considered the potential diesel particulate health effects resulting from placement of various land uses along the proposed truck routes. The proposed truck routes are the same for both proposed CPU scenarios and are shown in Figure 4.3-8. As seen in this figure, four roadways were considered in the analysis: Harbor Drive,

Image source: Aerials Express (flown February 2010)



0 Feet 1,500

Barrio Logan Community Plan Area
City of San Diego Jurisdictional Lands
San Diego Unified Port District Limits
Modeled Freeway Segments

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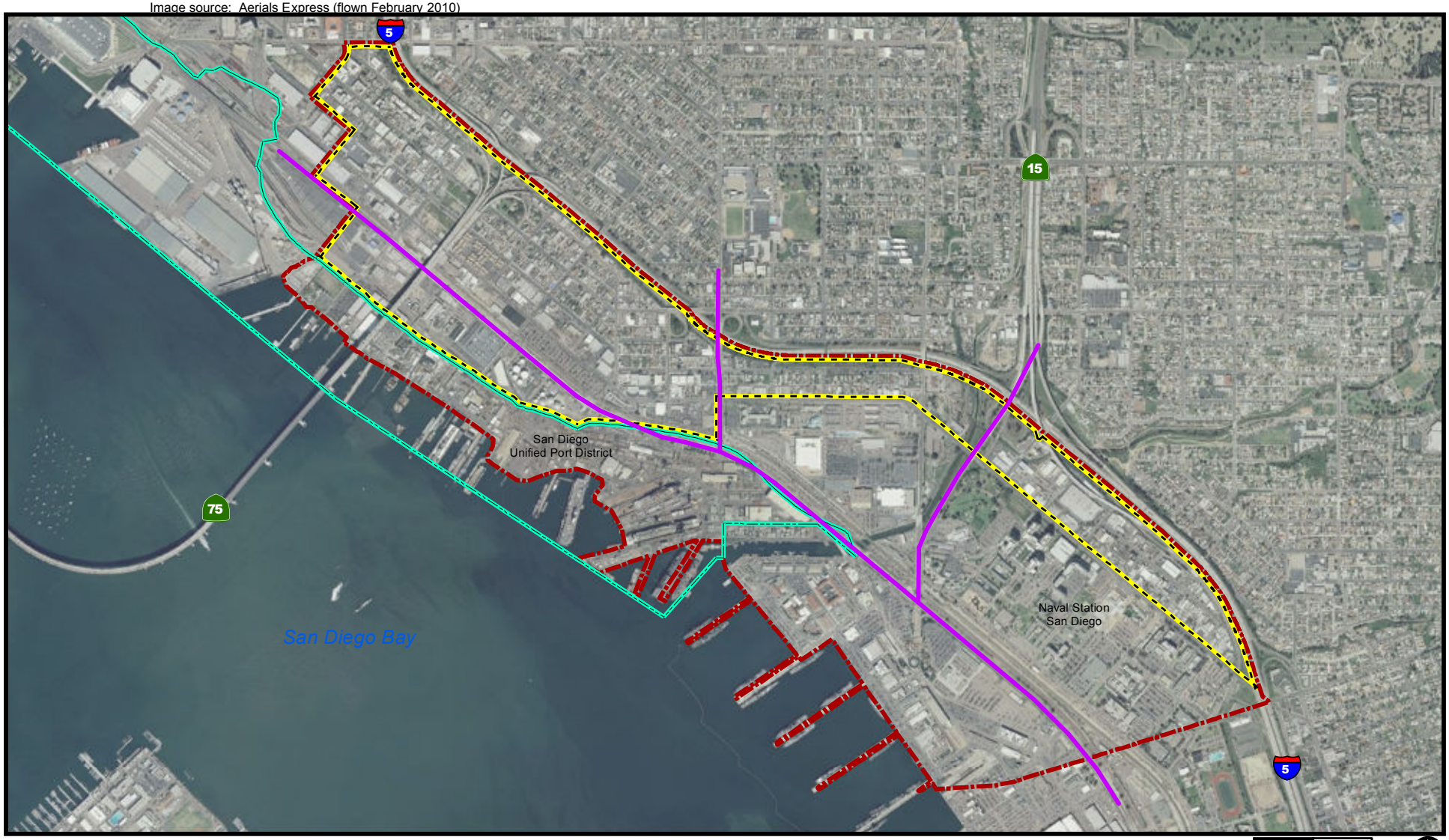
FIGURE 4.3-7
Modeled Freeway Segments –
Proposed CPU Scenario 1 and 2

Image source: Aerials Express (flown February 2010)



Barrio Logan Community Plan Area
City of San Diego Jurisdictional Lands
San Diego Unified Port District Limits
Modeled Truck Route Segments

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FIGURE 4.3-8
Modeled Truck Route Segments

28th Street, 32nd Street, and Wabash Boulevard. The analysis only considers truck traffic on the proposed truck routes and used essentially the same methodology as that for the freeways with specific assumptions as detailed within the technical report and HRA prepared for the proposed CPU (Appendix C).

These emission factors were then applied to the trucks using the proposed truck routes and dispersed using the CALINE4 dispersion model. Future truck volumes for the roadways were obtained from the Traffic Impact Analysis prepared for the proposed CPU (Kimley–Horn and Associates 2011; Addendum 2012). Average annual diesel particulate concentrations were calculated for a grid of receivers throughout the community.

iii. Train Emissions

The potential health risks associated with diesel particulate emissions from the rail line operations were assessed following the same general process discussed above for the freeways and truck routes. Rail line operations within and adjacent to the plan area are currently conducted by three separate entities: BNSF, SDIY, and MTS. The MTS operates light rail (trolley) service on lines through and adjacent to Barrio Logan as shown in Figure 4.3-9. The trolleys are electric and do not emit diesel particulate matter.

The SDIY is a short-line railroad that provides a connection from the BNSF in San Diego to the Mexican border at San Ysidro, as well as service from San Diego to El Cajon. The SDIY trains use the MTS “Blue” and “Orange” Lines when the trolleys are not running. The BNSF is a Class I railroad that provides freight service throughout much of the country. The BNSF San Diego rail yard is located to the northwest of the proposed CPU area and operates regular freight service through Barrio Logan to the South Bay. The location of the SDIY and BNSF rail lines are shown in Figure 4.3-10.

The contours from the SDIY and BNSF rail yard studies were used to estimate the combined effects of all of the studied emission sources (i.e., SDIY yard activities, BNSF yard activities, and off-site sources evaluated in the BNSF yard study) on the Barrio Logan community. Because the raw data for the various contours from these prior studies were not available, there are certain inherent limitations with regard to combining the contours, which are discussed in greater detail within the technical report and HRA prepared for the proposed CPU (Appendix C). Figure 4.3-11 shows the resulting total incremental cancer risk contours developed from the prior study data. As seen in this figure, the incremental cancer risk within the proposed CPU area varies from approximately 25 in one million to over 300 in one million, with the contours primarily centered on the Port District lands. These risk contours do not include the effects of the ambient toxic concentrations discussed in Section 4.3.1.5.

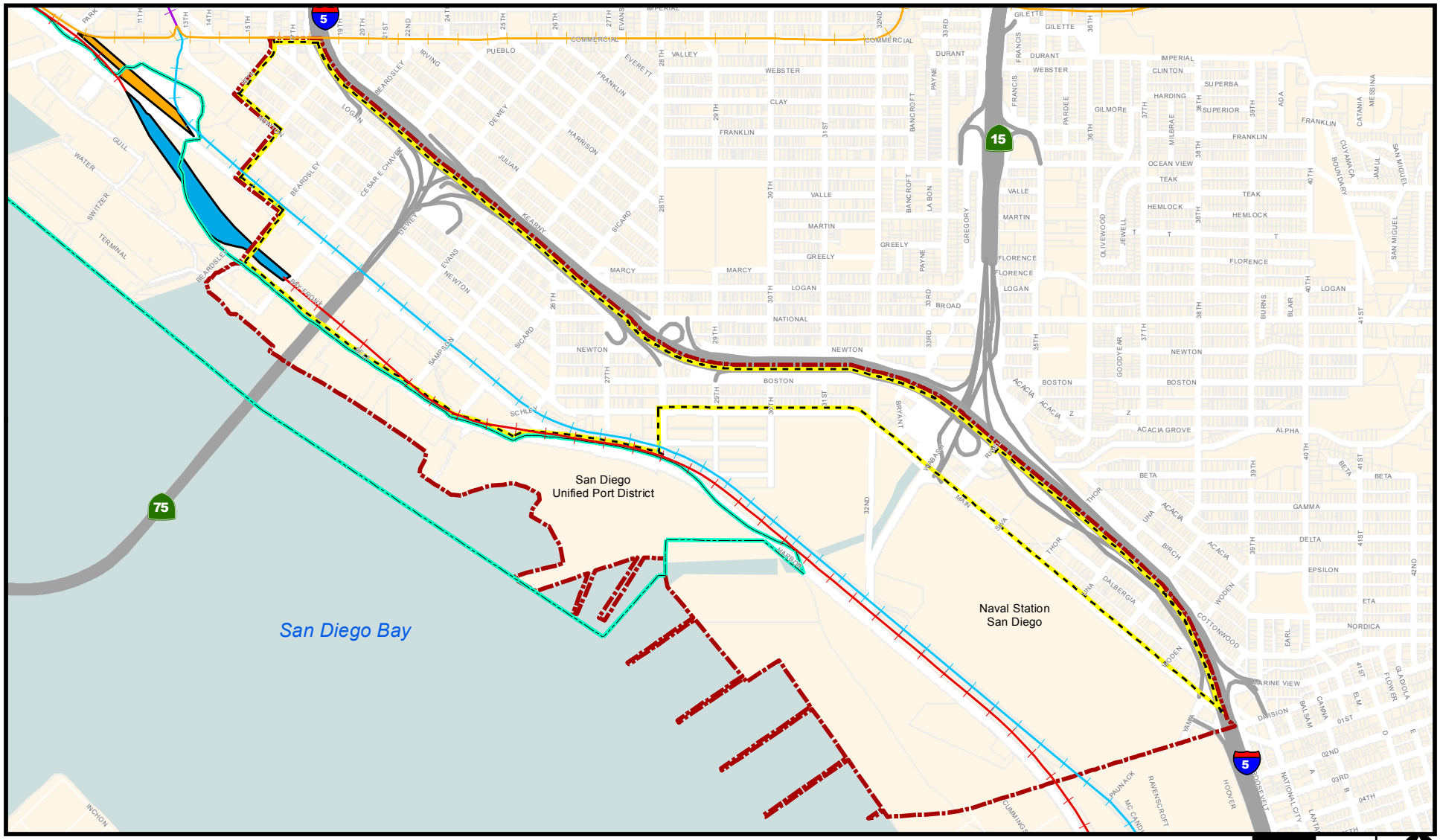

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FIGURE 4.3-9

Locations of Rail Lines in Barrio Logan Area

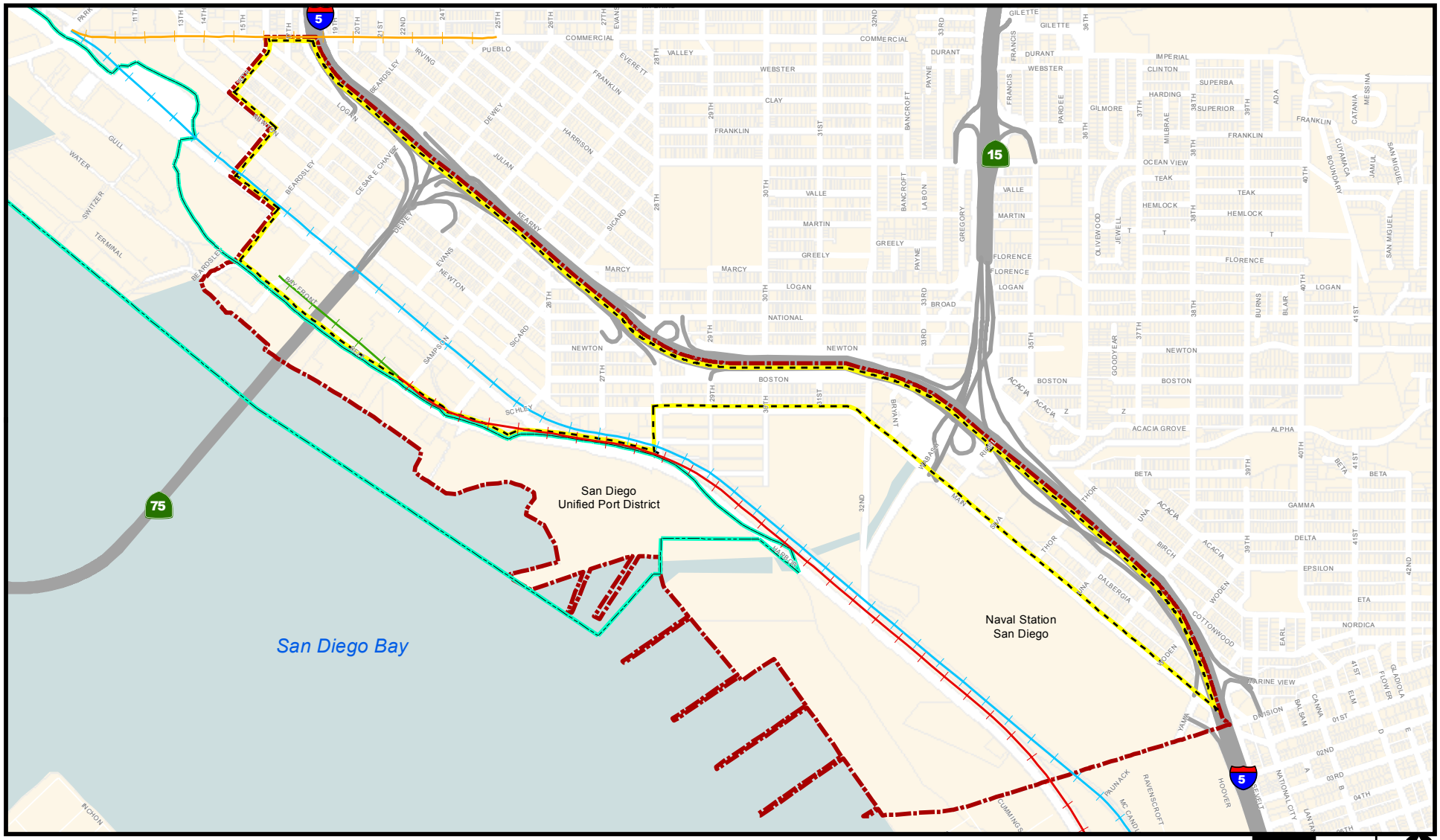

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FIGURE 4.3-10

Modeled Rail Lines

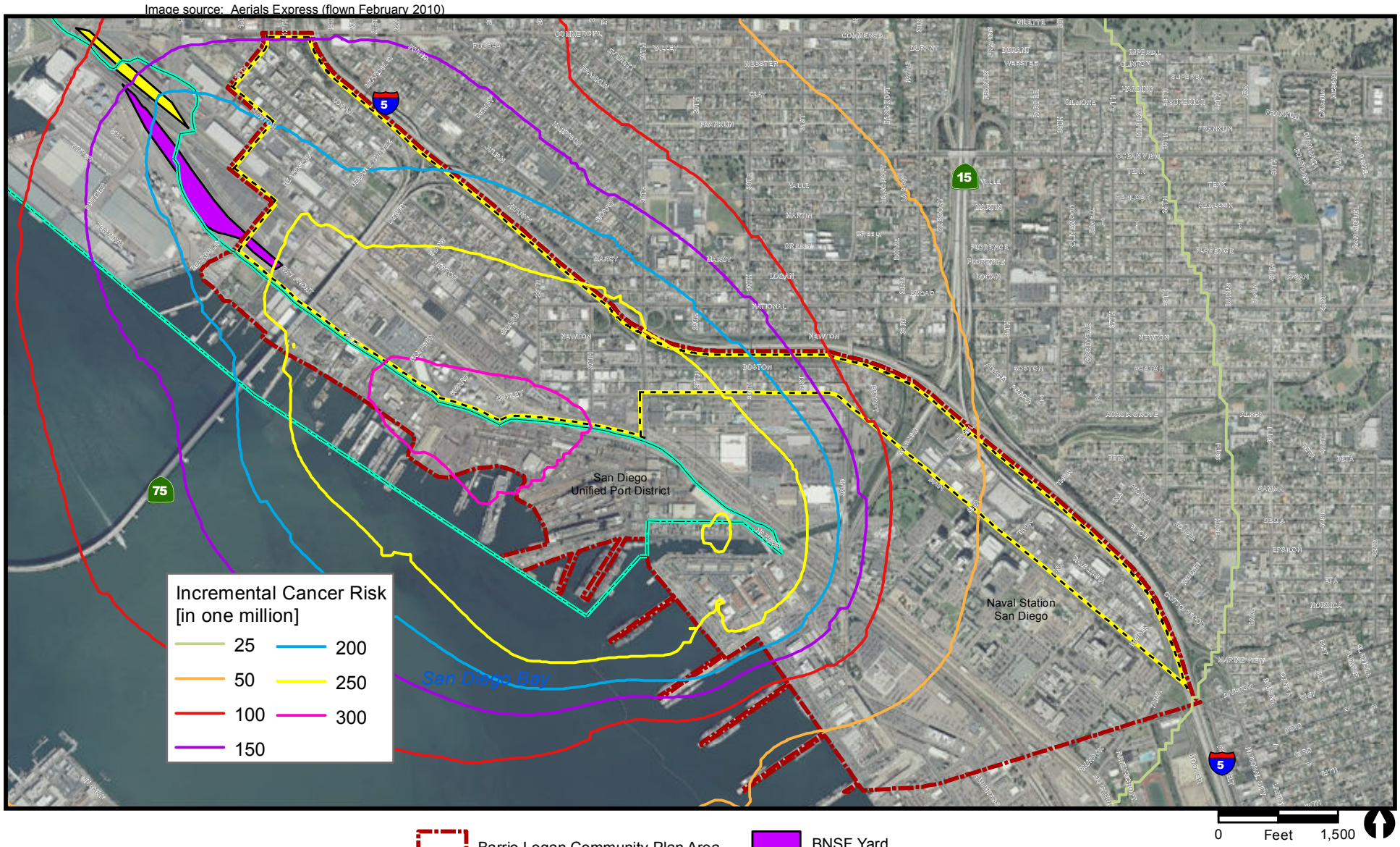

FIGURE 4.3-11

Prior Studies Estimated Combined Total Incremental Cancer Risk Contours Overlain on an Aerial Photograph of the CPU Area

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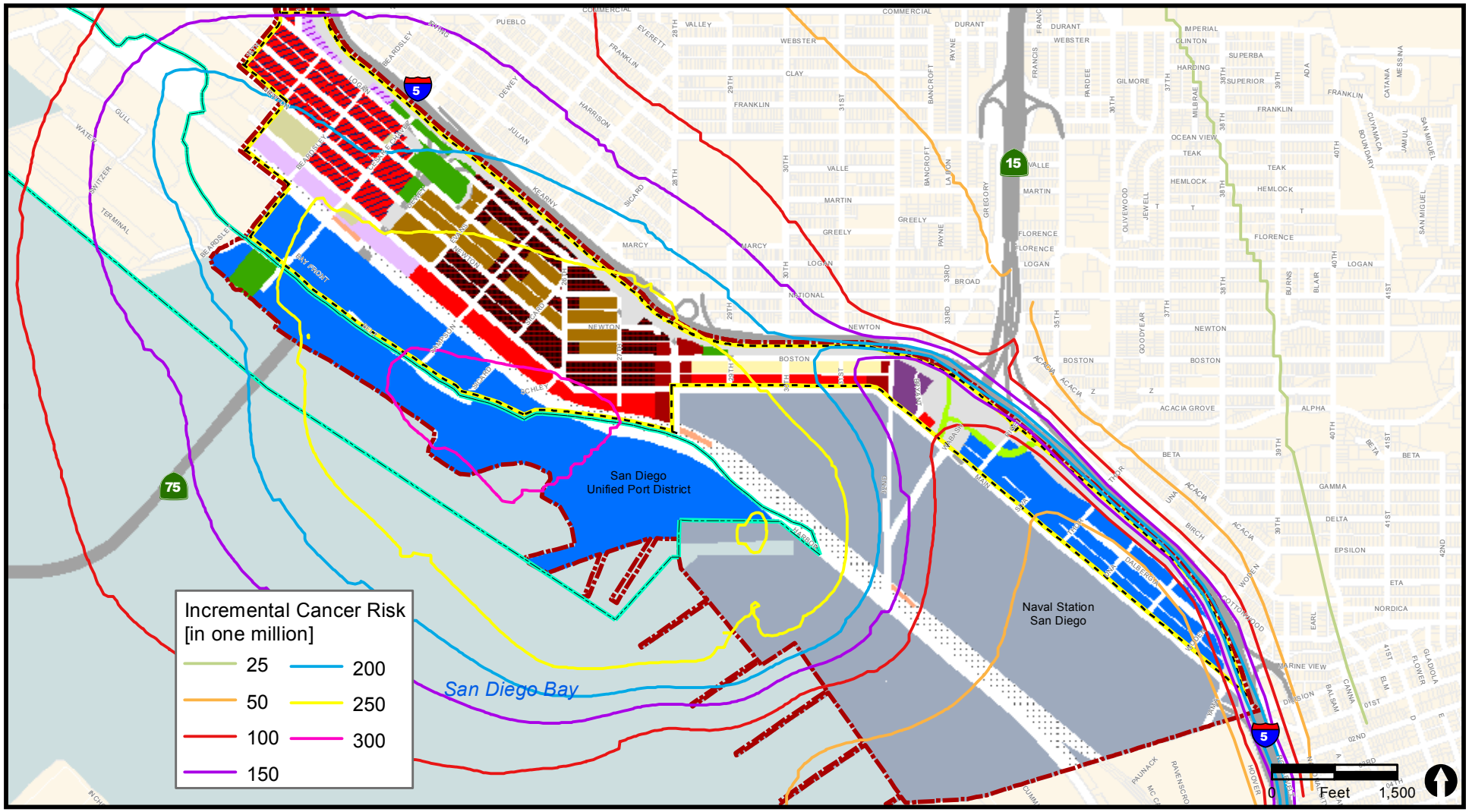
As previously mentioned, there is no current methodology for directly measuring diesel particulate concentrations. Based on CARB estimates, diesel particulate emissions could add an additional 420 in one million to the ambient cancer risk levels in San Diego County (San Diego County 2010c). The actual ambient background risk due to diesel particulates in the Barrio Logan Community is not known with certainty. Nevertheless, including the cited background ambient risks (diesel and non-diesel) to the prior rail yard study data discussed above suggests that the incremental cancer risk within limited portions of the proposed CPU area could exceed 850 in one million.

It is important to note that there may be other sources of air toxics in the areas surrounding the Barrio Logan community that were not addressed in these prior studies (e.g., Port District and naval operations). Therefore, the incremental cancer risks discussed above may not represent the total risk in the area.

iv. Results

For the freeway, truck route, and train analyses, receivers were assumed to be “flagpole” receivers with a height of 5 feet. The results of each set of runs were added together to get the resulting total average annual diesel particulate matter concentrations at each modeled receiver. The resulting total average annual diesel particulate matter concentrations were then used to calculate the incremental cancer risk and chronic health hazard index at each receiver.

Based on the results of the freeway, truck route, and train analyses discussed above, and on the results from the prior studies discussed in Section 4.3.1.6.b, estimation was made of the total incremental cancer risk impact by combining the incremental impacts of all of the individual sources discussed above. Figures 4.3-12 and 4.3-13 illustrate the incremental cancer risk isopleths (i.e., contour lines based upon the calculation of data collected over an area) overlain on Scenario 1 and Scenario 2, respectively. As seen in these figures, much of the Barrio Logan community is exposed to incremental cancer risks in excess of 150 in one million and may approach 300 in one million in limited areas. These incremental cancer risks shown are in addition to the overall background risk. As discussed in Section 4.3.1.5, the background cancer risk due to air toxics could be approximately 555 to 570 in one million. Thus the total cancer risk in limited portions of the Barrio Logan community could be as high as almost 900 in one million. This total risk is due to a combination of sources inside and outside of the Barrio Logan community. The incremental and total cancer risks due to exposure to diesel particulate matter and other toxic emissions in the area are considered significant.



Barrio Logan Community Plan Area
City of San Diego Jurisdictional Lands
San Diego Unified Port District Limits

Community Plan Land Use Scenario 1

- Community Commercial
- Community Village
- Neighborhood Commercial (Residential Permitted)
- Neighborhood Commercial (Residential Prohibited)
- Heavy Commercial
- Office Commercial (Transition Zone)
- Office Commercial
- Heavy Industrial
- Residential Low
- Residential Medium
- School/Institutional
- Open Space
- Park
- Military Use
- Transit Center
- Railroad Right of Way
- Caltrans Right of Way

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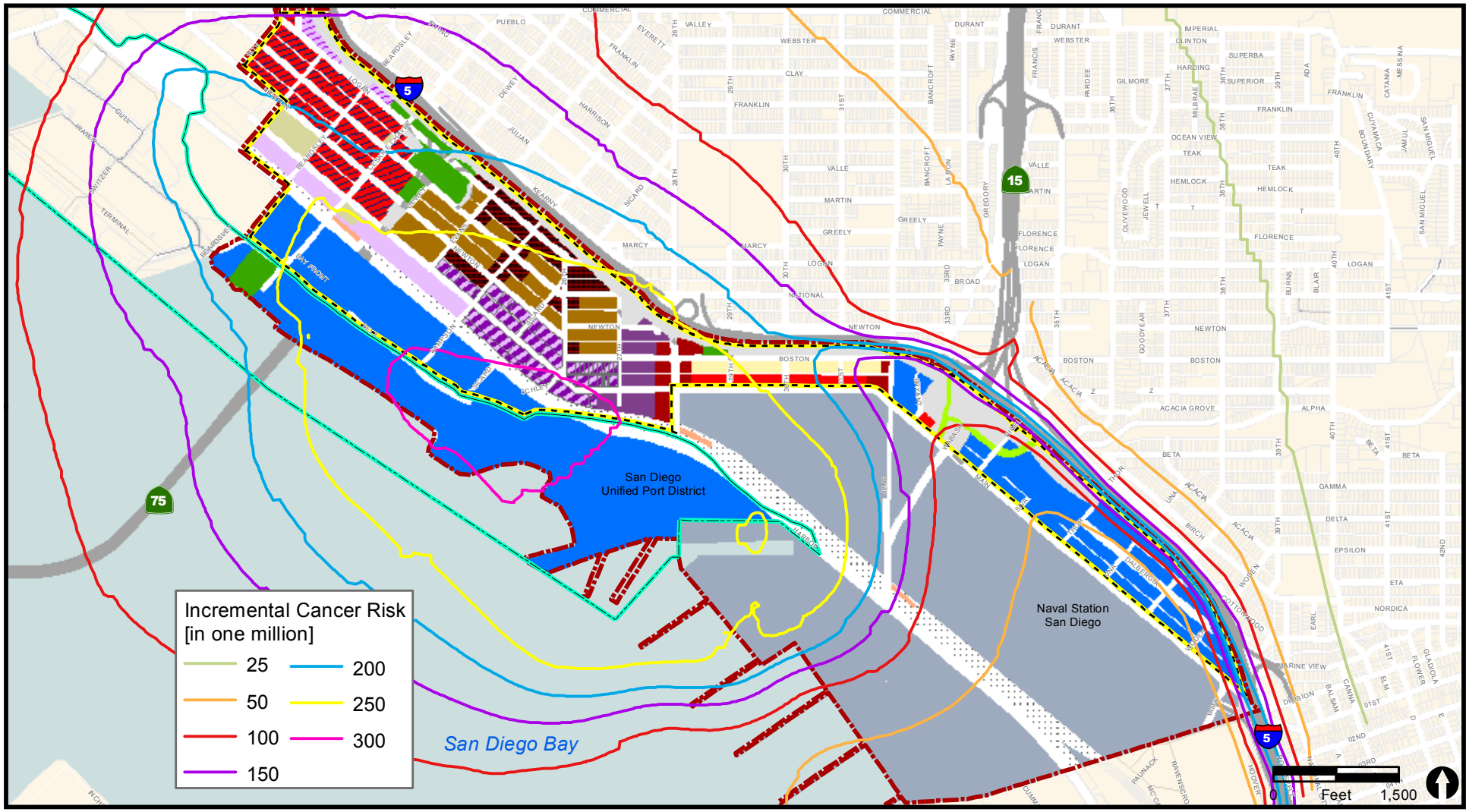
FIGURE 4.3-12
Total Estimated Diesel Particulate 80th Percentile
Residential Incremental Cancer Risk Contours
Overlain on the Scenario1 Community Plan Land Uses



Barrio Logan Community Plan
City of San Diego Jurisdictional Lands
San Diego Unified Port District Limits

Community Plan Land Use Scenario 2

- Community Commercial
- Community Village
- Neighborhood Commercial (Residential Permitted)
- Neighborhood Commercial (Residential Prohibited)
- Heavy Commercial
- Maritime Oriented Commercial
- Office Commercial (Transition Zone)
- Office Commercial
- Heavy Industrial
- Residential Low
- Residential Medium
- School/Institutional
- Open Space
- Park
- Military Use
- Transit Center
- Railroad Right of Way
- Caltrans Right of Way

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FIGURE 4.3-13
Total Estimated Diesel Particulate 80th Percentile
Residential Incremental Cancer Risk Contours
Overlain on the Scenario 2 Community Plan Land Uses

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the determinations related to cancer risk or significance summarized above. Therefore, the proposed CPU under both Scenario 1 and Scenario 2, with the proposed Coastal Categorical Exclusion, would result in significant impacts related to cancer risks as detailed above.

c. Odors

Although the proposed CPU area is adjacent to numerous industrial operations, there are no known sources of specific, long-term odors in the area. There are also no agricultural operations in the proposed CPU area that would generate odors or other air emissions. The proposed CPU would allow a variety of land uses under Scenario 1 and Scenario 2 that are not typically associated with the creation of objectionable odors or any specific new sources of odor that could affect sensitive receptors. Impacts associated with odors are anticipated to be less than significant for both Scenario 1 and Scenario 2, as well as with the proposed Coastal Categorical Exclusion.

4.3.4.2 Significance of Impacts

a. Criteria Pollutants

The SDAB is nonattainment for the eight-hour federal and state ozone standards, and nonattainment for the state PM_{10} and $PM_{2.5}$ standards. As discussed above, emissions due to construction of small individual projects are not expected to exceed the applicable thresholds. Approval of the proposed CPU would not permit the construction of any individual project, and no specific development details are available at this time. The information related to construction presented in Section 4.3.3.1.a illustrates the potential scope of air impacts from future projects that could be implemented under either of the scenarios of the proposed CPU. However, it is not anticipated that direct construction impacts would be significant. If multiple small projects were developed simultaneously, construction of those projects would result in a cumulatively considerable increase, which would be considered a significant impact.

Long-term emissions of air pollutants occur from area and mobile sources. As discussed in Section 4.3.3.1.b and detailed in Table 4.3-8, when comparing Scenarios 1 and 2, criteria pollutant emissions vary between the scenarios. Scenarios 1 and 2 would result in future emissions of ROG, CO, SO_2, PM_{10}, and $PM_{2.5}$ that are greater than the existing condition. Emissions of ROG, CO, and $PM_{2.5}$ would be greatest under Scenario 1, and emissions of SO_2 and PM_{10} would be greatest under Scenario 2. Both scenarios represent a significant, unmitigable impact when compared to existing conditions.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the determinations of significance summarized above. Therefore, the proposed CPU under both Scenario 1 and Scenario 2, with the proposed Coastal Categorical Exclusion, would result in significant impacts related to emissions of criteria pollutants.

b. Health Risk Assessment

The total cancer risk from all sources evaluated in for the proposed CPU, when combined with overall background risks in the SDAB, could approach 900 in one million at certain locations within the community and generally exceeds 10 in one million throughout the community. Although many of the sources are mobile in nature and thus do not have specific standards for evaluating impacts, this is considered to constitute a significant impact to sensitive receivers within the community. The incremental and total cancer risks to the land uses for Scenario 1 and Scenario 2 would be similar and are considered significant for both plan scenarios.

The total chronic health hazard indices from all combined evaluated sources are anticipated to be less than 1 throughout the community. Therefore, total chronic risk is anticipated to be less than significant.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the determinations related to cancer risk or significance summarized above. Therefore, the proposed CPU under both Scenario 1 and Scenario 2, with the proposed Coastal Categorical Exclusion, would result in significant impacts related to incremental and total cancer risks as detailed above. Total chronic risk remains less than significant.

c. Odors

Impacts associated with odors are anticipated to be less than significant. No mitigation would be required.

4.3.4.3 Mitigation, Monitoring, and Reporting

a. Criteria Pollutants

The increase in future emissions of particulates and ozone precursors associated with both proposed CPU scenarios would result in a significant air quality impact. The goals, policies, and recommendations of the City combined with the federal, state, and local regulations provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies,

and recommendations of the General Plan and the proposed CPU. However, it is possible that for certain projects, adherence to the regulations may not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. No mitigation would be available for this impact. Impacts would remain significant.

b. Health Risk Assessment

The significant cancer health risk described above is due primarily to sources outside of the Barrio Logan community area. Therefore, no mitigation would be available.

4.3.4.4 Significance after Mitigation

a. Criteria Pollutants

While the mitigation framework and measures would reduce emissions, it may be infeasible for some project to reduce air emissions below the City's threshold. The increase in future emissions of particulates and ozone precursors associated with both proposed CPU scenarios would remain significant and unmitigable.

b. Health Risk Assessment

The incremental and total cancer risks due to exposure to diesel particulate matter and other toxic emissions in the area are considered significant. The only means of reducing these effects is the implementation of source controls. The CARB has worked on developing strategies and regulations aimed at reducing the risk from diesel particulate matter. Further, the APCD is charged with regulating air toxic emissions in the SDAB. Impacts, however, remain significant and unmitigable. The absolute incremental and total cancer risks for Scenario 1 and Scenario 2 are similar. Because Scenario 2 proposes less residential development than Scenario 1, relative cancer risks associated with Scenario 2 would generally be considered less than those associated with Scenario 1 since a smaller residential population would be exposed to the risk.

4.4 Noise

The following section is based upon the noise technical report prepared by Dudek in March 2011, and an Addendum prepared by RECON in August 2012. The complete technical report and Addendum are included in Appendix D1 and D2 of this PEIR. This section evaluates the existing noise environment and provides an analysis of the potential environmental impacts related to project noise (construction and operation), as well as effects of existing noise levels on future development.

4.4.1 Existing Conditions

4.4.1.1 Existing Noise Standards

a. Construction Noise

Construction noise is regulated by the SDMC. Section 59.5.0404 of the SDMC, the Noise Abatement and Control Ordinance, states that:

- It shall be unlawful for any person, between the hours of 7:00 P.M. of any day and 7:00 A.M. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise...

- ...it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 A.M. to 7:00 P.M.

b. Exterior Noise

General Plan

Noise standards are expressed in CNEL, a 24-hour A-weighted average decibel level [dB(A)] that accounts for frequency correction and the subjective response of humans to noise by adding 5 dB(A) and 10 dB(A) to the evening and nighttime hours, respectively.

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 4.4-1 provides the allowable noise levels by land use as identified in the City's General Plan (City of San Diego 2008a). As shown, the "compatible" noise level for noise sensitive land uses, including single- and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction

TABLE 4.4-1
LAND USE NOISE COMPATIBILITY GUIDELINES

	Exterior Noise Exposure [dB(A) CNEL]				
Land Use Category	60	65	70	75	
Open Space, Parks, and Recreational					
Community and Neighborhood Parks; Passive Recreation					
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Water Recreational Facilities; Horse Stables; Park Maintenance Facilities					
Agricultural					
Crop Raising and Farming; Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables					
Residential					
Single Units; Mobile Homes; Senior Housing		**45**			
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations		**45**			
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities		**45**			
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)		**45**	**45**		
Cemeteries					
Sales					
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories			**50**	**50**	
Commercial Services					
Building Services; Business Support; Eating and Drinking; Financial Institutions; Assembly and Entertainment; Radio and Television Studios; Golf Course Support			**50**	**50**	
Visitor Accommodations		**45**	**45**	**45**	
Offices					
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters			**50**	**50**	
Vehicle and Vehicular Equipment Sales and Services Use					
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking					
Wholesale, Distribution, Storage Use Category					
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution					
Industrial					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries					
Research and Development				**50**	

TABLE 4.4-1
LAND USE NOISE COMPATIBILITY GUIDELINES
(Continued)

	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.
		Outdoor Uses	Activities associated with the land use may be carried out.
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.
	Incompatible	Indoor Uses	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

SOURCE: City of San Diego General Plan Noise Element 2008

methods will attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

The Noise Element of the General Plan states that exterior noise levels ranging between 65 and 70 CNEL are considered "conditionally compatible" for multiple units, mixed-use commercial/residential, live work, and group living accommodations. For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 CNEL are considered "conditionally compatible." Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 CNEL. Projects sited on land that falls into the "conditionally compatible" noise environment would require an acoustical study.

Although not generally considered compatible, the General Plan also conditionally allows multiple unit and mixed-use residential uses up to 75 CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses. Any future residential use above the 70 CNEL must include noise attenuation measures to ensure an interior noise level of 45 CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.

SDMC

Section 59.5.0101 et seq. of the SDMC, the Noise Abatement and Control Ordinance, regulates the making and creating of disturbing, excessive, or offensive noises within the City limits. Sound level limits are established for various types of land uses and are measured in one-hour averages. The one-hour, A-weighted equivalent sound level, dB(A) L_{eq}, is the energy average of the A-weighted sound levels occurring during a one-hour period. The Ordinance states that it is unlawful for any person to cause noise by any means to the extent that the one–hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

c. Interior Noise

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2011 Significance Determination Thresholds and the California Noise Insulation Standards. The Significance Determination Thresholds indicate that for multi-family development, exterior noise levels would be considered significant if future projected traffic would result in noise levels exceeding 65 CNEL at exterior usable areas or interior noise levels exceeding 45 CNEL.

The City assumes that standard construction techniques will provide a 15 dB reduction of exterior noise levels to an interior receiver. Given this assumption, standard building construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior noise sources are 60 CNEL or less. When exterior noise levels are greater than

60 CNEL, consideration of specific non-standard building construction techniques is required.

California Code of Regulations

Title 24, Chapter 12, Section 1207, of the CBC requires that interior noise levels, attributable to exterior sources, not exceed to 45 CNEL in any habitable room within a residential structure, other than single-family. A habitable room in a building is used for living, sleeping, eating or cooking; bathrooms, closets, hallways, utility spaces, and similar areas, are not considered habitable spaces. An acoustical study is required for proposed multiple-unit residential and hotel/motel structures within areas where the CNEL noise contours exceeds 60 CNEL. The studies must demonstrate that the design of the building will reduce interior noise to 45 CNEL or lower in habitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air-conditioning (24 CCR 1207 2010).

d. SDIA ALUCP

As discussed in Section 4.1, the airport nearest the planning area is SDIA, which is located 2.25 miles to the north. The adopted ALUCP for SDIA contains policies that limit residential uses in areas experiencing noise above 60 CNEL by placing conditions on residential uses within the 60 CNEL contour. The proposed CPU area does not lie within the airport influence area or a 60 CNEL contour of any airport.

4.4.1.2 Existing Ambient Noise

The primary existing noise sources in the proposed CPU area are transportation and stationary sources. Transportation noise sources include vehicle traffic on area roadways, and trolley and freight train traffic on adjacent tracks. Stationary noise sources include industrial and commercial operations. The following is a discussion of measured noise levels and existing noise sources in the proposed CPU area.

a. Noise Measurements

One long-term (24-hour) measurement and 15 short-term measurements were taken with the proposed CPU area. The noise measurement locations are shown in Figure 4.4-1.

Measurement A was located 90 feet from the center line of 28th Street, and noise levels were measured for 24 hours. The primary noise source was traffic on 28th Street. The measured hourly noise levels ranged from 57 to 68 dB(A) L_{eq}, and the resulting CNEL was 68 CNEL. The measured noise levels at Measurement Location A are summarized in Table 4.4-2.

Measurements 1 through 15 were located at homes and businesses adjacent to roadways in the proposed CPU area. The loudest measured hourly noise level was 77 dB(A) L_{eq} and was located adjacent to I-5 (Measurement 5). The measured noise level adjacent to the recycling facility (Measurement 11) was 71 dB(A) L_{eq} and was primarily due to mechanical equipment and trucks. The short-term measurements are summarized in Table 4.4-3.

b. Vehicle Traffic Noise

The most heavily traveled roadways in the project area are I-5, SR-75, Harbor Drive, Main Street, 28th Street, 32nd Street, and Cesar E. Chavez Parkway. Additionally, because the proposed CPU area consists of many commercial and industrial uses, there is a high percentage of heavy truck traffic within the area. There are designated truck routes in the proposed CPU area that service these commercial and industrial areas, which include along Harbor Drive, 28th Street, and 32nd Street. Other roadways are posted and do not allow trucks heavier than one to five tons; however, as noted in Section 4.2, trucks are currently using routes other than those designated for truck traffic.

c. Rail Traffic Noise

Railway noise results from train and trolley pass-bys, horns, whistles, emergency signaling devices, and stationary bells at grade crossings. There are seven at-grade trolley crossings, and four at-grade freight crossings in the proposed CPU area. Train warning signals operate at these crossings when trains and trolleys approach and cross. The Blue Line and Orange Line Trolley, operated by MTS, passes through the proposed CPU area. The Blue Line is located parallel to the east side of Harbor Drive. The SDIY also operates at night along the Blue Line tracks. The Orange Line is located on Commercial Avenue north of the proposed CPU area. In addition, the BNSF operates freight trains on separate tracks located west of Harbor Drive.

The Blue Line trolley operates 140 trolleys during the daytime hours, 19 during the evening hours, and 45 during the nighttime hours. The Orange Line trolley operates 96 trolleys during the daytime hours, 17 during the evening hours, and 28 during the nighttime hours. The BNSF operates four to six freight trains daily through the proposed CPU area. There is no set time schedule and the majority of the trains operate at night. The SDIY operates one round-trip freight train six days a week.

Map Source: Dudek, 2011

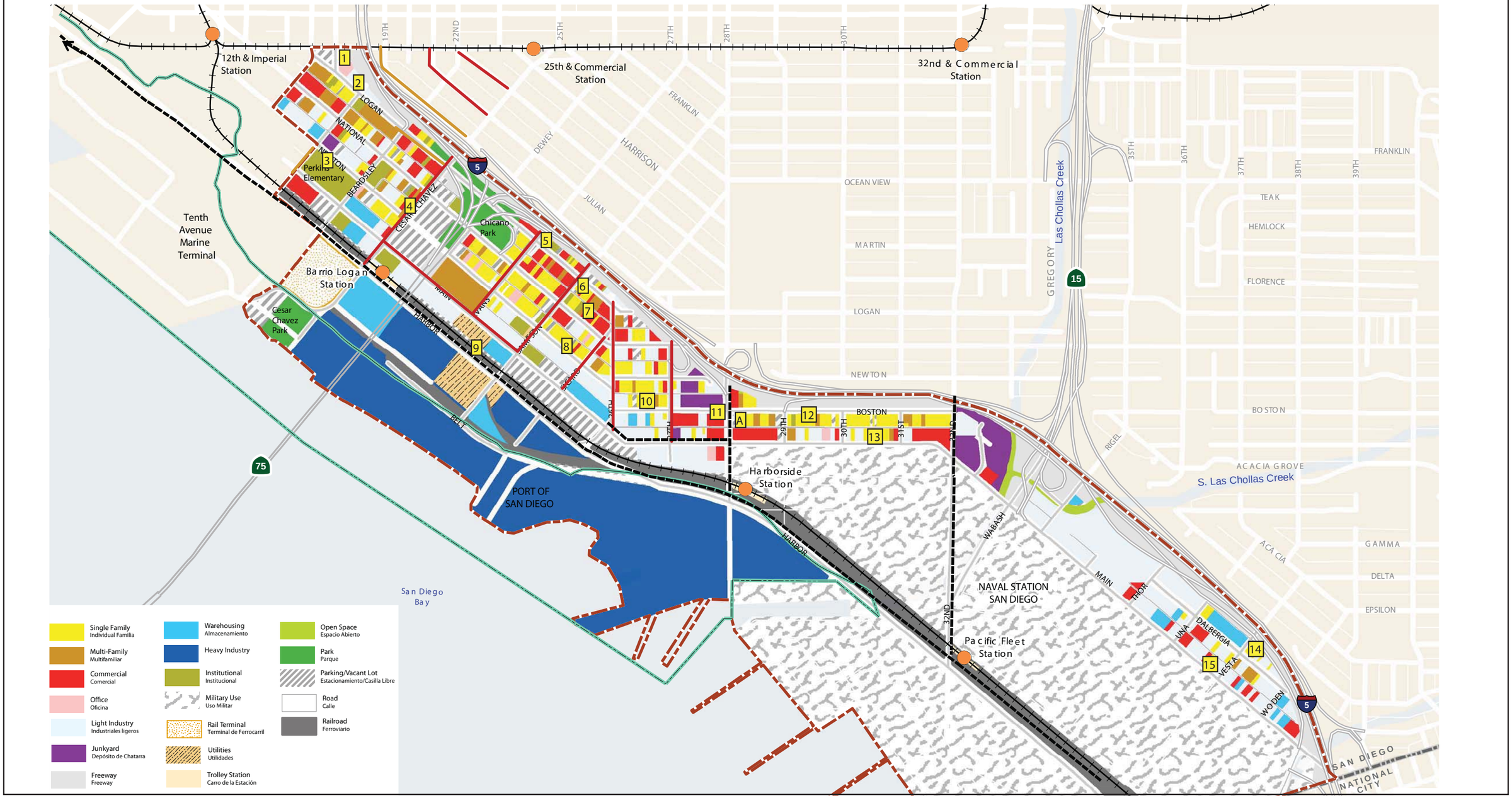

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FIGURE 4.4-1
Noise Measurement Locations,
Existing Land Uses, and Truck Routes

TABLE 4.4-2
LONG TERM (24-HOUR) NOISE MEASUREMENT RESULTS AT MEASUREMENT LOCATION A

Day	Time	dB(A) L_{eq}
Wednesday, June 18, 2008	11:00 A.M. to 12:00 P.M.	65
	12:00 P.M. to 1:00 P.M.	66
	1:00 P.M. to 2:00 P.M.	67
	2:00 P.M. to 3 P.M.	67
	3:00 P.M. to 4:00 P.M.	67
	4:00 P.M. to 5:00 P.M.	64
	5:00 P.M. to 6:00 P.M.	64
	6:00 P.M. to 7:00 P.M.	63
	7:00 P.M. to 8:00 P.M.	63
	8:00 P.M. to 9:00 P.M.	62
	9:00 P.M. to 10:00 P.M.	60
	10:00 P.M. to 11:00 P.M.	61
	11:00 P.M. to 12:00 A.M.	59
Thursday, June 19, 2008	12:00 A.M. to 1:00 A.M.	59
	1:00 A.M. 2:00 A.M.	57
	2:00 A.M. to 3:00 A.M.	58
	3:00 A.M. to 4:00 A.M.	57
	4:00 A.M. to 5:00 A.M.	60
	5:00 A.M. to 6:00 A.M.	63
	6:00 A.M. to 7:00 A.M.	63
	7:00 A.M. to 8:00 A.M.	64
	8:00 A.M. to 9:00 A.M.	68
	9:00 A.M. to 10:00 A.M.	64
	10:00 A.M. to 11:00 A.M.	67
CNEL		68

SOURCE: Dudek 2008a

TABLE 4.4-3
SHORT-TERM NOISE MEASUREMENT RESULTS

Measurement Location	Description	Noise Sources	Date and Time	Vehicles			Measured Noise Level [dB(A) L_{eq}]
				Cars	MT	HT	
1	Southeast corner of Commercial Avenue and Logan Avenue; 10 feet to Commercial Avenue curb, across from Orange Trolley Line	Vehicle Traffic Trolley	July 8, 2008 10:30 A.M. to 10:45 A.M.	14/19	0/0	1/0	64
2	1680 Logan Avenue; 13 feet to curb	Vehicle Traffic	June 18, 2008 9:40 A.M. to 9:55 P.M.	41	6	3	62
3	Perkins Elementary School adjacent to Newton Street	Vehicle Traffic	July 8, 2008 10:55 A.M. to 11:10 P.M.	6	0	0	58
4	Cesar E. Chavez Parkway; 12 feet to curb	Vehicle Traffic	June 10, 2008 7:57 A.M. to 8:12 A.M.	154	9	0	63
5	I-5; at right-of-way 115 feet to center line	Vehicle Traffic	June 18, 2008 9:15 A.M. to 9:30 A.M.	-	-	-	77
6	900 block of Sampson Street; 10 feet to curb	Vehicle Traffic	June 10, 2008 8:15 A.M. to 8:30 P.M.	26	2	0	58
7	2240 National Avenue; 14 feet to curb	Vehicle Traffic	June 10, 2008 7:57 A.M. to 8:12 A.M.	51	3	1	61
8	Newton Street; 10 feet to curb	Generator	June 10, 2008 7:25 A.M. to 7:40 A.M.	10	0	1	65
9	Harbor Drive; 140 feet from center line; 40 feet from Blue Trolley Line	Vehicle Traffic Trolley	June 10, 2008 7:00 A.M. to 7:15 A.M.	116	4	10	64
10	2644 Boston Avenue; 10 feet to curb	Vehicle Traffic	June 10, 2008 8:47 A.M. to 9:02 A.M.	12	0	2	60
11	Across from Recycling Facility	Recycling Facility	July 8, 2008 12:12 P.M. to 12:27 P.M.	-	-	-	71
12	2925 Boston Avenue; 10 feet to curb	Vehicle Traffic	June 10, 2008 9:14 A.M. to 9:29 A.M.	29	2	1	60
13	3038 Main Street; 12 feet to curb	Vehicle Traffic	June 10, 2008 10:41 A.M. to 10:56 A.M.	127	9	4	62
14	Vesta Street; 10 feet to curb Dalbergia Street; 16 feet to curb	Vehicle Traffic	June 10, 2008 9:46 A.M. to 10:01 A.M.	36/6	2/1	0/0	61
15	3660 Main Street; 10 feet to curb	Vehicle Traffic	June 10, 2008 10:06 A.M. to 10:21 A.M.	151	5	5	65

SOURCE: Kimley-Horn Associates 2008
MT = Medium Trucks; HT = Heavy Trucks

d. Stationary Noise

Commercial and industrial uses in the proposed CPU area include manufacturing and warehousing, shipbuilding and repair facilities, recycling facilities (Measurement Location 11), auto repair, and Port District related facilities.

Manufacturing facilities and machine shops located throughout the project area have noise sources that include compressors, generators, welders, manual and pneumatic tools, air-conditioning and heating units, and other equipment. Maximum noise levels range greatly and could be as loud as 80 dB(A) L_{eq} at 50 feet.

A recycling facility is located on Boston Avenue (Measurement Location 11). Noise sources associated with this facility include trucks, loaders, conveyor systems, sorting equipment, compactors, fans, blowers, and other equipment. Measured maximum noise levels range from 65 to 80 dB(A) L_{eq} at 50 feet, and average hourly noise levels range from 60 to 70 dB(A) L_{eq} at 50 feet (Measurement Location 11).

There are several auto repair facilities in the proposed CPU area. Noise sources include pneumatic impact wrenches, hammering, air compressors, closing vehicle doors and hoods, and revving engines. At 50 feet from an open garage door, the general maximum noise levels can range from 60 to 80 dB(A) L_{eq}.

The Port District operates shipbuilding and repair yards, as well as truck distribution activities, within the proposed CPU area along the waterfront. Noise associated with these operations is typically from mechanical equipment, warning horns, and truck deliveries. Measured maximum noise levels due to the ship building and repair are approximately 65 dB(A) L_{eq} at 500 feet. Noise levels due to delivery trucks are approximately 75 to 85 dB(A) L_{eq} at 50 feet, and noise levels due to truck back-up alarms are approximately 65 to 75 dB(A) L_{eq} at 50 feet.

e. Community Noise

Other sources of noise within the proposed CPU area are due to the normal activities associated with a given land use. For example, outdoor activities, playgrounds, dogs, landscaping activities, and emergency signaling devices all generate noise. Noises from these types of activities are considered normal environmental noises that are expected to occur within these types of land uses and are not anticipated to be significant sources of noise. The SDMC generally regulates excessive noises resulting from these activities as nuisances with appropriate enforcement.

f. Existing Noise Contours

The existing noise level contours due to transportation are shown in Figure 4.4-2. For I-5, a theoretical nominal adjustment of five dB was assumed to account for intervening buildings and topography. The San Diego-Coronado Bridge (SR-75) was modeled as a

road on a structure. The contours for all other roadways do not take into account any noise reduction due to noise barriers, structures, topography, or dense vegetation, and therefore represent the worst-case existing noise levels. The majority of the proposed CPU area, with the exception of three small areas located along Main Street in the interior of the proposed CPU, is subject to existing exterior noise levels in excess of 65 CNEL.

Existing noise contours were also determined for the railway operations in the proposed CPU area. Existing trolley and train noise levels were determined based on noise measurements of several pass-bys. Table 4.4-4 summarizes the modeled noise levels for the trolleys and trains. Figure 4.4-2 shows the existing transportation noise contours, including noise generated from railway operations.

TABLE 4.4-4
EXISTING RAILWAY NOISE LEVELS

	Noise Level without use of Trolley Whistle/Locomotive Horn (CNEL at 50 feet from tracks)	Noise Level with use of Trolley Whistle/Locomotive Horn (CNEL at 50 feet from tracks)
Trolley	61	63
BNSF	73	80
SDIY	71	78

4.4.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant noise impact would occur if implementation of the proposed CPU would:

1. Result in the exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCPs, or applicable standards of other agencies;

2. Result in a substantial increase in the existing ambient noise levels; or

3. Result in increased land use incompatibilities associated with noise.

4.4.3 Issue 1: Exposure of Noise-Sensitive Land Uses

Would the proposed CPU result in exposure of noise-sensitive land uses to future noise levels which exceed those established in the adopted General Plan, noise ordinance, ALUCPs, or applicable standards of other agencies?

Map Source: Dudek, 2011

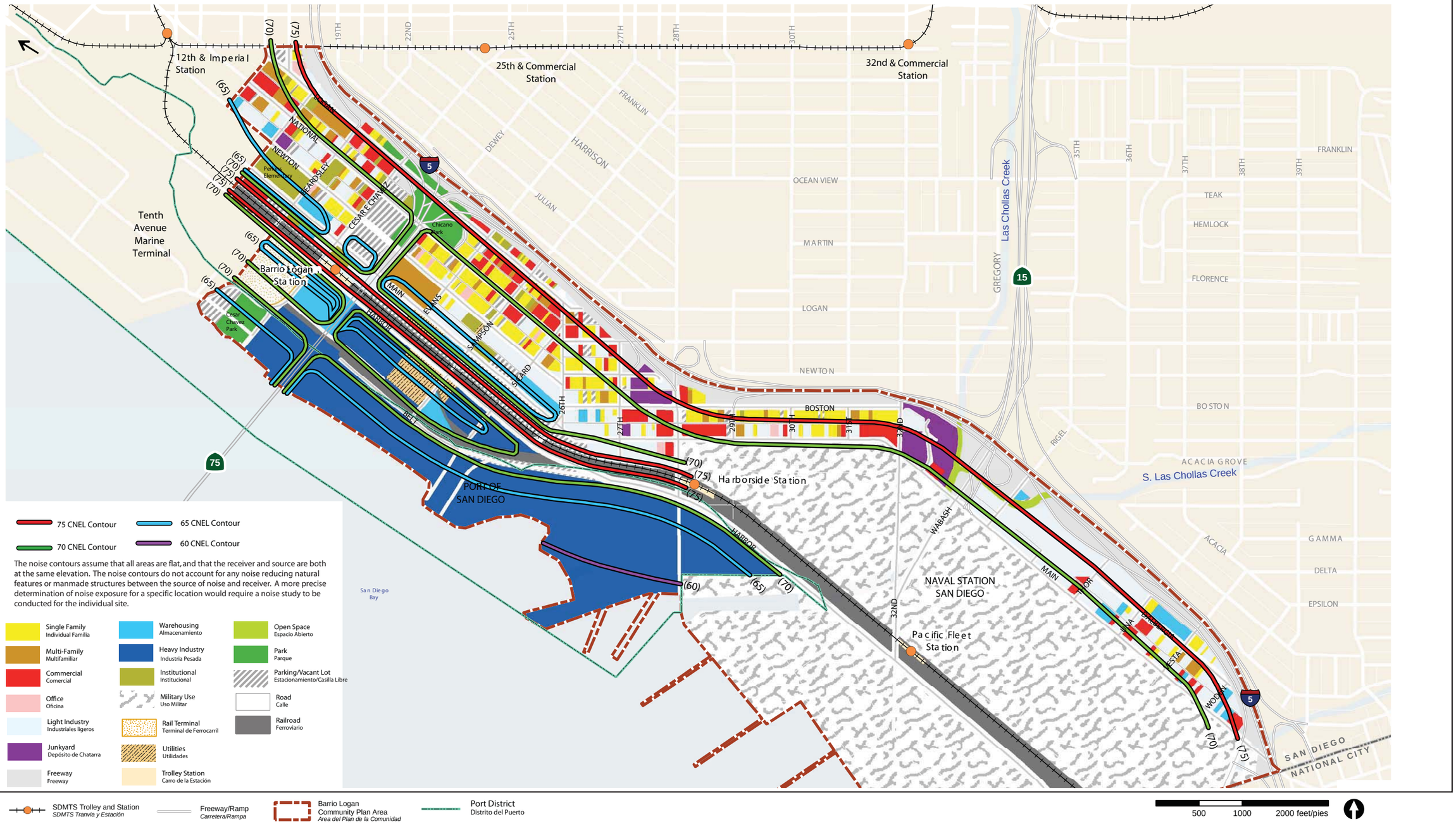

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FIGURE 4.4-2
Existing Transportation Noise Contours and Existing Land Uses

4.4.3.1 Impacts

According to the General Plan, noise sensitive land uses include, but are not necessarily limited to, residential uses, hospitals, nursing facilities, intermediate care facilities, child educational facilities, libraries, museums, places of worship, child care facilities, and certain types of passive recreational parks and open space. The General Plan establishes policies applicable to future development, which would reduce the potential for noise sensitive uses to be exposed to excessive noise levels. The applicable General Plan policies are identified as the following:

Policy NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the "compatible" noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines, so that noise mitigation measures can be included in the project design to meet the noise guidelines.

Policy NE-B.3: Require any future residential use above the 70 CNEL to implement noise attenuation measures to ensure an interior noise level of 45 CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.

Policy NE-I.2: Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.

Policy NE-I.3: Consider noise attenuation measures and techniques addressed by the Noise Element, as well as other feasible attenuation measures not addressed as potential mitigation measures, to reduce the effect of noise on future residential and other noise-sensitive land uses to an acceptable noise level.

For both Scenario 1 and Scenario 2, the proposed CPU includes Policies 9.2.1 and 9.2.2, both of which identify the use of building siting and other noise attenuation features to reduce the effect of vehicular noise from local roadways and I-5 on noise-sensitive land uses. This includes use of building setbacks, earthen berms or walls, building orientation, use of forced-air ventilation and double-paned windows, attic venting, and placement of parking and other non-habitable uses between the noise source and the sensitive receptor.

With respect to rail operations, Policy 9.3.1 was included in the proposed CPU to protect the continued rail operations within the Barrio Logan community through the prohibition of residential uses along Main Street. Additionally, Policy 3.2.6 is proposed to promote the need for roadway-rail grade separation at Cesar E. Chavez Parkway, 28th Street, and 32nd Street to eliminate the need for bells and horns at existing grade crossing, which would further reduce the rail operation noise levels.

Construction Noise Impacts

Construction activities related to implementation of the proposed CPU under both Scenario 1 and Scenario 2 would potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. The City regulates noise associated with construction equipment and activities through enforcement of SDMC Section 59.5.0404 standards (e.g. days of the week and hours of operation) and imposition of conditions of approval for building or grading permits. However, some construction activities have the potential to produce noise in excess of 75 dB(A) L_{eq} when conducted on a small parcel, and would therefore be potentially significant if the activity would be heard and affect those activities characteristic of sensitive receptors (i.e., sleeping, learning, etc.).

Vehicular Noise Impacts

Year 2030 Projected Noise Contours for the proposed CPU area are illustrated in Figure 4.4-3. For both scenarios, anticipated 2030 noise levels are primarily driven by traffic noise sources, including I-5, SR-75, Main Street, Harbor Drive, and 28th Street. Other roads, such as Cesar E. Chavez Parkway, 32nd Street, and Logan Avenue, along with segments of National Avenue and Boston Avenue, also are anticipated to generate noise levels in excess of 65 CNEL. These noise level contours were calculated to give a "worst case" scenario and do not account for noise attenuation from buildings or other barriers.

Traffic-generated noise levels are similar for both scenarios and are anticipated to increase from existing levels, and as illustrated in Figure 4.4-3, the entire project area would be subject to noise levels in excess of 65 CNEL. Noise sensitive land uses would be exposed to noise levels above those deemed "conditionally compatible" by the City's General Plan Land Use - Noise Compatibility Guidelines (see Table 4.4-1).

Under both scenarios, noise sensitive land uses would be potentially subject to exterior noise levels at or in excess of 75 CNEL, including:

- Chicano Park adjacent to I-5 and SR-75 interchange.
- Neighborhood Commercial (residential permitted), proposed adjacent to I-5 between SR-75 and 28th Street.
- Residential (low-density) uses are proposed near I-5, along Boston Avenue between 28th Street and 32nd Street.
- Boston Avenue Linear Park along Boston Avenue between 28th Street and 32nd Street and Chollas Creek Passive Park.

Map Source: Dudek, 2012

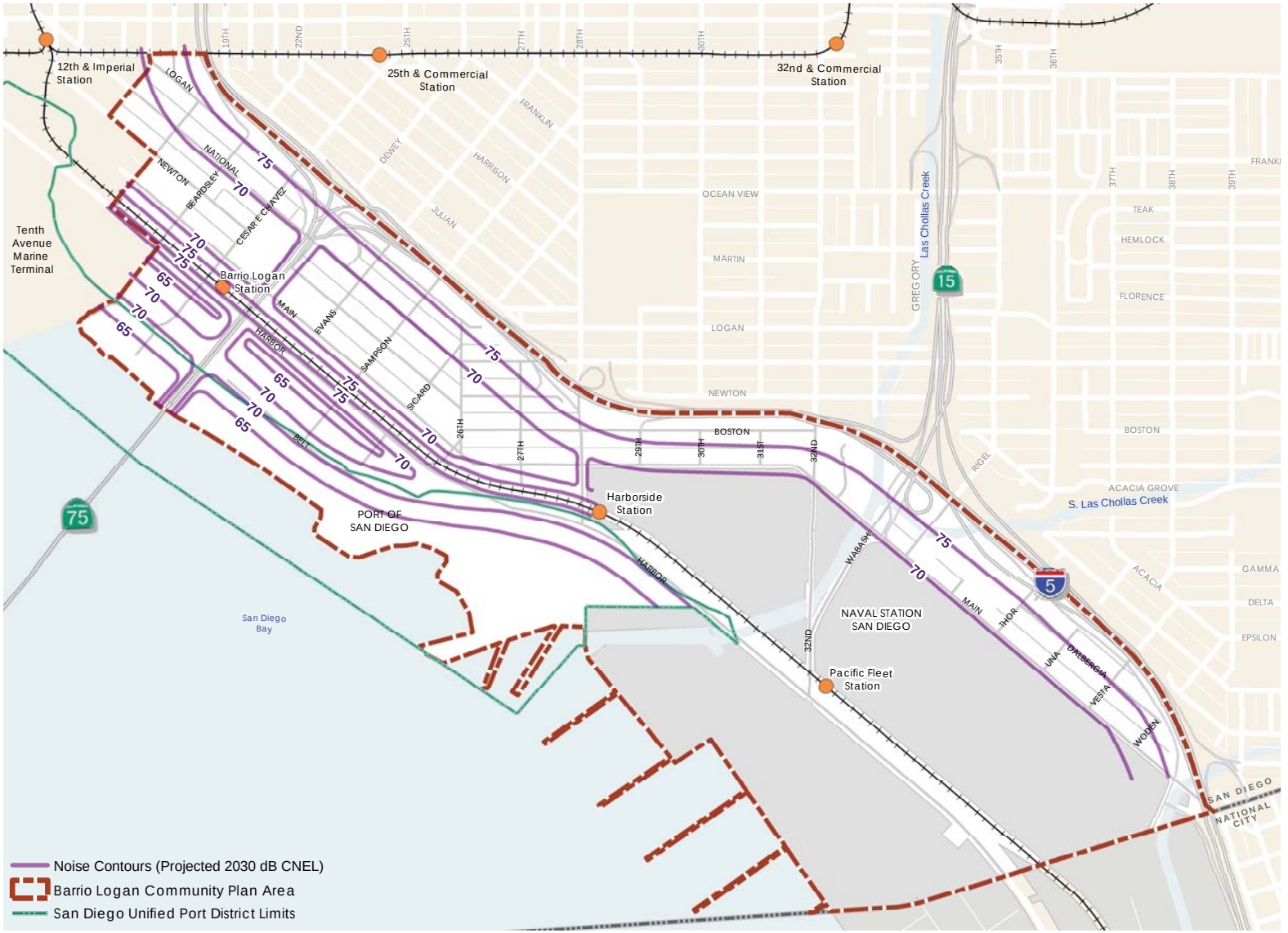

FIGURE 4.4-3
Year 2030 Projected Noise Contours

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Noise sensitive land uses would be exposed to exterior noise levels of approximately 70-75 CNEL under both scenarios, including the following:

- Community Village (residential required) from the northern community boundary to SR-75.
- Chicano Park adjacent to I-5 and SR-75 interchange.
- Neighborhood Commercial (residential permitted) from Evans Street to 28th Avenue.
- Medium-density residential, in proximity to SR-75 and between National Avenue and Newton Avenue, south of SR-75 and north of 27th Avenue.
- Low-density residential uses along Boston Avenue between 28th Street and 32nd Street.

The noise sensitive land uses, as described above, are generally deemed incompatible with an outdoor noise exposure level of 65-70 CNEL. However, as indicated in Section 4.4.1.1, the General Plan conditionally allows multiple unit and mixed-use residential uses up to 75 CNEL in areas that are affected primarily by motor vehicle traffic noise and are already developed with existing residential uses. Proposed noise sensitive land uses under both Scenario 1 and Scenario 2 would be primarily multi-family or mixed-use in nature and the noise levels are attributed to vehicular traffic and in areas presently developed with some type of noise-sensitive use.

Perkins Elementary School, which is considered a noise sensitive land use, would be exposed to exterior noise ranging from approximately 65–70 CNEL from a combination of train and traffic noise. Institutional uses, such as schools, are deemed incompatible land uses for exterior noise exposure levels of 65 CNEL or greater. The location of this existing land use would not differ between the two scenarios, and therefore, both Scenario 1 and Scenario 2 would result in a significant impact to a sensitive land use, specifically Perkins Elementary School and proposed joint use facilities, from vehicular traffic noise.

Stationary Noise Sources

Build-out of the proposed CPU would include new stationary noise sources, such as commercial and industrial development. Noise associated with these land uses would be expected from sources such as mechanical equipment, loading docks, and other operations. However, noise levels generated by these activities associated with future development under the proposed CPU cannot be anticipated at the program level. Future commercial and industrial development could potentially result in noise level incompatibilities with surrounding residential development. Enforcement of the SDMC and implementation of policies of the Noise Element would assist in reducing noise

impacts related to commercial and industrial activities; however, due to the proximity of noise generators to noise sensitive land uses within the proposed CPU area under both Scenario 1 and Scenario 2, exposure of noise-sensitive land uses to future noise levels which exceed established standards may still occur and would be considered significant.

Interior Noise

The City assumes that standard construction techniques provide a 15 dB reduction of exterior noise levels to an interior receiver. Given this assumption, standard building construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior noise sources are 60 CNEL or less. If exterior noise levels would exceed 60 CNEL, then interior noise levels could potentially exceed the interior General Plan noise standard of 45 CNEL. The risk of interior noise levels exceeding the identified standard is greater for existing land uses where mitigation of interior noise through site design and construction cannot be achieved. This would result in a potentially significant impact under both Scenario 1 and Scenario 2.

As cited in Section 4.4.1.1, the planning area is not located within the airport influence area or 60 CNEL contour of any airport; therefore, the proposed CPU under both scenarios would not result in exposure of noise-sensitive land uses to future noise levels which exceed those established in an adopted ALUCP.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the potential for construction noise from future development, the vehicular noise generated through build-out of the proposed CPU under either scenario, or the location of proposed sensitive land uses or those uses that may contribute to existing noise levels through operation; nor would it result in a change in the significance determination summarized above. Therefore, the proposed CPU under both Scenario 1 and Scenario 2, with the proposed Coastal Categorical Exclusion, would result in potential significant impacts related to the exposure of sensitive land uses to future noise levels in excess of City standards.

4.4.3.2 Significance of Impacts

New development would be subject to the SDMC Sections 59.5.0404 and 59.5.0101 et seq., policies of the proposed CPU and General Plan, and other applicable noise regulations, and would generally be less than significant. However, build-out of the proposed CPU (including projects within the Coastal Categorical Exclusion Area) could potentially expose noise sensitive land uses to future noise levels that exceed land-use noise compatibility thresholds established in the General Plan and levels established in the SDMC. Therefore, significant impacts would occur.

4.4.3.3 Mitigation, Monitoring, and Reporting

Build-out of the proposed CPU under both Scenario 1 and Scenario 2 could result in significant noise impacts. The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. The Noise Abatement and Control Ordinance (Section 59.5.0101 et seq.) regulates the making and creating of disturbing, excessive, or offensive noises within the City limits. Additionally, Title 24 of the CBC requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room within a residential structure, other than single-family. These provide a regulatory framework for developing project level noise protection measures for future discretionary projects. However, there is no adequate mitigation to reduce significant impacts at the program level of analysis. Projects located within the Coastal Categorical Exclusion Area would also comply by law with the SDMC and would demonstrate compliance with Title 24; however, the proposed CPU under both Scenario 1 and Scenario 2 would result in potential significant impacts related to the exposure of sensitive land uses to future noise levels in excess of City standards. Therefore, no feasible mitigation was identified at the programmatic level.

4.4.3.4 Significance After Mitigation

Conformance to the General Plan, proposed CPU policies, and SDMC, as well as the CBC as applicable, would generally preclude significant noise impacts for both Scenario 1 and Scenario 2. Such compliance with the above referenced City codes, along with other federal, state, and local regulations, is required of all projects and is not considered to be mitigation. However, it is possible that for certain land uses, particularly existing sensitive receptors, adherence to proposed CPU policies and noise regulations may not adequately attenuate interior or exterior noise levels generated during build-out of the proposed CPU under either scenario. Therefore, Scenario 1 and Scenario 2 could result in the exposure of noise-sensitive land uses to both exterior and interior future noise levels that exceed those established in the adopted General Plan or SDMC. Therefore, noise impacts to sensitive receptors will remain significant and unmitigable.

4.4.4 Issue 2: Ambient Noise Level Increase

Would implementation of the proposed CPU result in a substantial increase in the existing ambient noise levels?

4.4.4.1 Impacts

a. Traffic Noise

As indicated above, for both scenarios, anticipated 2030 noise levels are primarily driven by traffic noise sources, including I-5, SR-75, Main Street, Harbor Drive and 28th Street. Other roads such as Cesar E. Chavez Parkway, 32nd Street, Logan Avenue, and segments of National Avenue and Boston Avenue, are also anticipated to generate noise levels in excess of 65 CNEL. Increases in traffic noise gradually degrade the ambient noise environment, especially with respect to sensitive receptors.

According to CEQA, "a substantial increase" is necessary to cause a significant environmental impact. The City's 2011 Significance Determination Thresholds state that a change in the ambient noise level of less than 3 dB(A) is not perceptible to the general population, and therefore, would not constitute "a substantial increase." A noise increase of 3 dB or greater would be substantial and therefore, result in a potentially significant impact. Table 4.4-5 shows the City's Traffic Noise Significance Thresholds for various land uses for both interior and exterior spaces, along with general indicators of potential significance.

TABLE 4.4-5
TRAFFIC NOISE SIGNIFICANCE THRESHOLDS

Structure or Proposed Use that would be impacted by Traffic Noise	Interior Space	Exterior Usable Space	General Indication of Potential Significance
Single-family detached	45 CNEL	65 CNEL	Structure or outdoor useable area is < 50 feet from the center of the closest (outside) lane on a street with existing or future ADTs > 7500
Multi-family, schools, libraries, hospitals, day care, hotels, motels, parks, convalescent homes.	Development Services Department (DSD) ensures 45 CNEL pursuant to Title 24	65 CNEL	
Offices, Churches, Business, Professional Uses	n/a	70 CNEL	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	n/a	75 CNEL	Structure or outdoor usable area is < 50 feet from the center of the closest lane on a street with existing or future ADTs > 40,000

If traffic-related noise associated with build-out of the proposed CPU under either Scenario 1 or Scenario 2 would result in an exceedance of an established threshold above, then a potentially significant impact would occur. However, if an area is already exposed to noise levels in excess of the significance thresholds for traffic noise level stated in the table above, and new noise levels would result in a less than 3 dB increase, then the thresholds state that the impact would not be considered significant. If the proposed CPU would result in traffic generation that would cause a 3 dB or greater increase in the CNEL for any roadway where the existing noise level is already in excess of the City standard, then a potentially significant impact would occur.

Vehicular traffic on roadways in the proposed CPU area would increase due to two factors: Continued build-out of the proposed CPU under either scenario, and Increases in pass-through traffic on I-5 and SR-75. Table 4.4-6 indicates the projected traffic noise levels along various roadway segments for both scenarios. Roadway noise is measured in CNEL at 50 feet from the roadway centerline.

As shown in Figure 4.4-4a and 4.4-4b, the following roadway segments are those where the 2030 noise level would exceed the established exterior noise threshold for the surrounding land use and noise levels would increase by 3 dB or more under both scenarios, except where noted, which is considered a significant impact pursuant to the City's 2011 Significance Determination Thresholds.

- Cesar E. Chavez Parkway (National Avenue to Newton Avenue) (Scenario 1 only)
- Logan Avenue (17th Street to Sigsbee Street)
- Logan Avenue (Sigsbee Street to Cesar E. Chavez Parkway)
- National Avenue (Beardsley Street to Cesar E. Chavez Parkway)
- Main Street (Cesar E. Chavez Parkway to Evans Street) (Scenario 1 only)

b. Railway Noise

Increases in transportation-related noise could also occur due to an increased frequency/intensity of rail operations. The ultimate capacity of the various rail corridors is not known. The number of trolley trains and freight service could increase depending on future demand and development of future projects where an increased demand in transit reliance occurs. Additional demand could be accommodated by adding more trolley vehicles or freight cars per train, or increasing the number of trains per day. Freight trains would likely operate on an as-needed basis and would not have a fixed schedule. Therefore, noise levels and frequency of pass-bys would continue to vary greatly from day to day.

TABLE 4.4-6
VEHICLE FUTURE YEAR 2030 NOISE CONTOUR DATA

Road (Segment)	CNEL (at 50 feet)			Scenario 1		Scenario 2	
	Existing	Scenario 1	Scenario 2	Delta	Sig?	Delta	Sig?
I-5							
North of SR 75	85	87	87	2	No	2	No
SR 75 to 28th Street	85	87	87	2	No	2	No
28th Street to SR-15	85	87	87	2	No	2	No
South of SR-15	86	87	87	1	No	1	No
SR 75							
West of I-5	69	70	70	1	No	1	No
Cesar E. Chavez Parkway							
North of Logan Ave.	64	65	65	1	No	1	No
Logan Ave. and National Ave.	65	67	67	2	No	2	No
National Ave. and Newton Ave.	64	67	66	3	***Yes***	2	No
Newton Ave. and Main St.	64	66	64	2	No	0	No
Main St. and Harbor Dr	63	64	61	1	No	-2	No
Sampson Street							
I-5 and National Ave.	58	61	62	3	No	4	No
National Ave. and Harbor Dr.	57	62	60	5	No	3	No
26th Street							
National Ave. and Harbor Dr.	57	62	62	5	No	5	No
28th Street							
I-5 and Main St.	69	72	72	3	No	3	No
Main St. and Harbor Dr.	69	70	70	1	No	1	No
32nd Street							
I-5 and Wabash Blvd.	68	68	68	0	No	0	No
Rigel Street							
Dalbergia St. and I-5	56	55	55	-1	No	-1	No
Vesta Street							
Dalbergia St. and I-5	60	61	61	1	No	1	No
Logan Avenue							
17th St. and Sigsbee St.	62	67	67	5	***Yes***	5	***Yes***
Sigsbee St. and Cesar E. Chavez Pkwy	65	69	69	4	***Yes***	4	***Yes***
Cesar E. Chavez Pkwy and Sampson St.	61	64	64	3	No	3	No
National Avenue							
16th St. and Sigsbee St.	57	64	64	7	No	7	No
Sigsbee St. and Beardsley St.	60	64	64	4	No	4	No
Beardsley St. and Cesar E. Chavez Pkwy	59	66	65	7	***Yes***	6	***Yes***
Cesar E. Chavez Pkwy and Evans St.	60	63	63	3	No	3	No
Evans St. and Sicard St.	59	63	63	4	No	4	No
Sicard St. and 27th St.	62	63	63	1	No	1	No
Boston Avenue							
28th St. and 30th St.	57	65	65	8	No	8	No
29th St. and 32nd St.	n/d	62	62	62	No	62	No

TABLE 4.4-6
VEHICLE FUTURE YEAR 2030 NOISE CONTOUR DATA
(continued)

Road (Segment)	CNEL (at 50 feet) Existing	Scenario 1	Scenario 2	Scenario 1 Delta	Scenario 1 Sig?	Scenario 2 Delta	Scenario 2 Sig?
Main Street							
Beardsley St. to Cesar E. Chavez	59	63	64	4	No	5	No
Pkwy	61	66	65	5	***Yes***	4	No
Cesar E. Chavez Pkwy and Evans	65	67	67	2	No	2	No
St.	65	68	68	3	No	3	No
Evans St. and 26th St.	67	69	67	2	No	0	No
26th St. and 28th St.	70	71	71	1	No	1	No
28th St. and 32nd St.	69	70	70	1	No	1	No
32nd St. and Rigel St.	68	69	69	1	No	1	No
Rigel St. and Una St.							
Una St. and I-5 SB Off Ramp							
Harbor Drive							
Beardsley St. to Cesar E. Chavez	69	73	73	4	No	4	No
Pkwy	69	72	72	3	No	3	No
Cesar E. Chavez Pkwy and Sampson	67	72	72	5	No	5	No
St.	67	71	71	4	No	4	No
Sampson St. and Schley St.							
Schley St. and 28th St.							

Notes:
Sig=Significant Impact
n/d = No data for existing.
Noise contour distances do not include the shielding effects of buildings, walls, berms, etc.
R/W = Within right-of-way
Source: Dudek 2011; RECON 2012.

FIGURE 4.4-4a

Noise Impacts on Roadway Segments for Scenario 1

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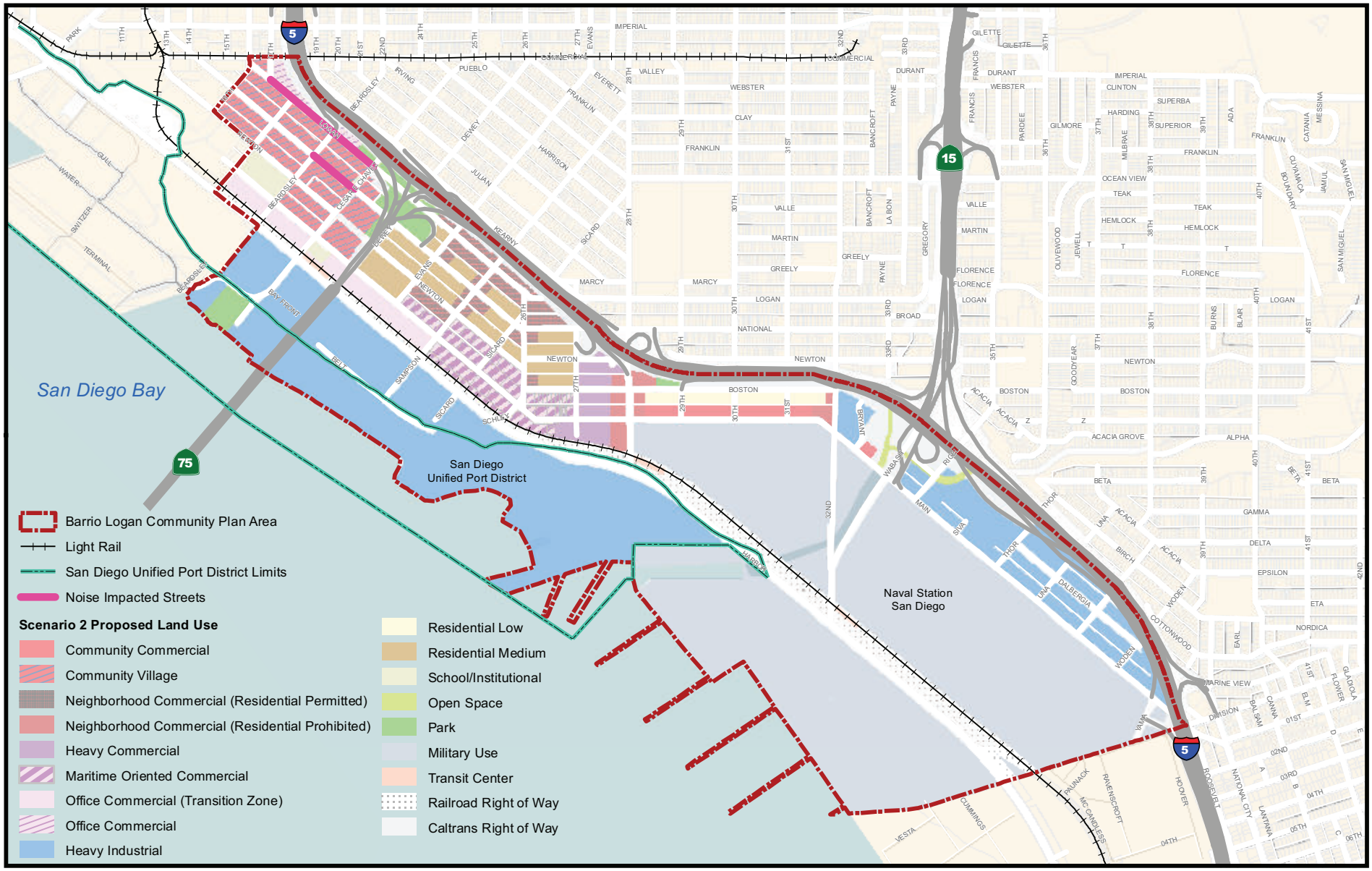

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FIGURE 4.4-4b

Noise Impacts on Roadway Segments for Scenario 2

The Hybrid Scenario was the preferred Revenue Constrained Transportation Network Scenario used in developing the SANDAG Draft 2050 Regional Transportation Plan, approved in 2012. The Hybrid Scenario included upgrades to the existing Blue and Orange Trolley routes (including grade separations at key crossings) that will allow higher service frequencies and implementation of express trolley services on the Blue and Orange Lines. While noise from the trains would continue to be intermittent, there would be a potentially significant impact to the sensitive uses near the corridor due to an increase in railway operations.

c. Stationary Noise

As described under Issue 1 above, build-out of the proposed CPU would include new stationary noise sources, such as commercial and industrial development. Noise levels associated with future commercial and industrial activities cannot be anticipated at the program level. As previously discussed, enforcement of the SDMC and implementation of General Plan and proposed CPU policies would assist in reducing noise impacts related to future noise generated by stationary sources; however, due to the proximity of noise generators to noise sensitive land uses within the proposed CPU area under both Scenario 1 and Scenario 2, an increase in ambient noise levels may still occur, and would be considered significant.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the vehicular or railway noise estimated to be generated from build-out of the proposed CPU under either scenario or the generation of noise related to commercial and manufacturing uses; nor would it result in a change in the significance determination summarized above. Therefore, the proposed CPU under both Scenario 1 and Scenario 2, with the proposed Coastal Categorical Exclusion, would result in potential significant impacts related to an increase in ambient noise levels.

4.4.4.2 Significance of Impacts

Noise impacts resulting from build-out of the proposed CPU are assessed by comparing projected noise levels to existing conditions. Throughout most of the proposed CPU area, transportation-related noise levels are projected to either (1) not exceed the established City threshold for the predominant surrounding land use, or (2) increase by less than 3 dB by the year 2030, where the noise level already exceeds the established threshold.

There are, however, several roadway segments where noise levels are expected to either exceed the City threshold for the surrounding land use or increase the ambient noise level by 3 dB or greater, thus constituting a substantial increase in ambient noise. The ministerial process that would result from adoption of the Coastal Categorical

Exclusion would not affect the vehicular or railway noise estimated to be generated from build-out of the proposed CPU under either scenario or the generation of noise related to commercial and manufacturing uses; nor would it result in a change in the significance determination. Implementation of the proposed CPU would therefore result in significant impacts to ambient noise levels surrounding those roadways. Significant impacts to ambient noise levels could also result from the development new industrial or commercial uses.

4.4.4.3 Mitigation, Monitoring, and Reporting

Build-out of the proposed CPU under both Scenario 1 and Scenario 2 would result in significant noise impacts. The General Plan and proposed CPU policies provide a framework for supporting future development in existing areas where the urban environment already sustains a higher noise level than less developed areas and would avoid major increases in noise in those less developed areas. These policies, along with adherence to federal, state, and local noise regulations (including the Noise Element of the General Plan and Section 59.5.0101 et seq. of the SDMC), serve to preclude or reduce significant impacts to a degree, but cannot guarantee that all future project-level impacts will be avoided or mitigated to a level less than significant. Therefore, impacts associated with increased ambient noise are significant at the program level. Because the degree of impact and applicability, feasibility, and success of noise reduction measures cannot be adequately known for each specific project at this program level of analysis, the program level impact related to ambient noise remains significant and unavoidable.

Projects located within the Coastal Categorical Exclusion Area would also comply by law with the SDMC and would demonstrate compliance with Title 24; however, the proposed CPU under both Scenario 1 and Scenario 2 would result in potential significant impacts related to the increase in ambient noise levels. Therefore, no feasible mitigation was identified.

4.4.4.4 Significance After Mitigation

As discussed above, General Plan and proposed CPU policies and noise guidelines would assist in reducing significant noise impacts associated with proposed CPU build-out under both Scenario 1 and Scenario 2; however, with implementation of these policies, ambient noise levels would still increase substantially in some parts of the community. Therefore, noise impacts would remain significant and unmitigable.

4.4.5 Issue 3: Land Use Incompatibilities

Would implementation of the proposed CPU result in increased land use incompatibilities associated with noise?

4.4.5.1 Impacts

As discussed above in Section 4.4.3.1, under both Scenarios, residential land uses would be potentially subject to noise levels in excess of 75 CNEL, including neighborhood commercial (residential permitted) and residential (low-density) uses in proximity to I-5. Pursuant to the General Plan Land-Use Noise Compatibility Guidelines, residential uses are never considered a compatible use above an exterior noise exposure level of 75 CNEL. Therefore, the proposed CPU under both Scenario 1 and Scenario 2 would result in a land use incompatibility associated with noise, and would be a significant impact.

Other residential land uses would be exposed to noise levels of approximately 70–75 CNEL under both scenarios, including community village (residential required), neighborhood commercial (residential permitted), medium-density residential, and low-density residential uses. The noise sensitive land uses, as described above, are generally deemed incompatible with an outdoor noise exposure level of 65-70 CNEL. However, as indicated in Section 4.4.1.1, the General Plan conditionally allows multiple unit and mixed-use residential uses up to 75 CNEL in areas that are affected primarily by motor vehicle traffic noise and are already developed with existing residential uses. Therefore, this impact would be considered less than significant.

Perkins Elementary School would be exposed to noise ranging from approximately 65-70 CNEL from a combination of train and traffic noise at build-out under either Scenario 1 or Scenario 2. Institutional uses, such as schools, are deemed incompatible land uses for exterior noise exposure levels of 65 CNEL or greater. While no changes to Perkins Elementary are proposed, the proposed CPU under either scenario would result in an increase in ambient noise, which would be considered a land use incompatibility associated with noise, which would be a significant impact.

Cesar Chavez Park would be exposed to noise ranging from approximately 65–70 CNEL from a combination of train and traffic noise, and Chicano Park would be exposed to noise levels of more than 70 CNEL due to traffic along SR-75 and I-5. Also, the proposed Boston Linear Park, located along I-5 and 29th Street and Perkins Elementary School Joint Use facility, would be exposed to noise levels of more than 75 CNEL. Neighborhood parks are a noise sensitive land use and are generally deemed incompatible with an outdoor noise exposure level over 65 CNEL. Therefore, the proposed CPU would result in a land use incompatibility associated with noise levels at existing and proposed parks under both Scenario 1 and Scenario 2.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the proposed land use plan for Scenario 1 or Scenario 2; therefore, the significance determination summarized above that a potentially significant impact would occur, applies.

4.4.5.2 Significance of Impacts

Implementation of the proposed CPU would result in the exposure of land uses to noise levels in excess of the compatibility limits in the General Plan. Discretionary projects are subject to environmental review pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. Mitigation measures identified for discretionary projects, however, may not always alleviate noise impacts associated with land use incompatibility. With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process that would result from adoption of the Coastal Categorical Exclusion would not affect the proposed land use plan for Scenario 1 or Scenario 2; therefore, the significance determination summarized above, that a potentially significant impact would occur, applies. Build-out of the proposed CPU under either Scenario 1 or Scenario 2 would result in the continuation and/or development of land uses in conflict with the City's Land Use-Noise Compatibility Guidelines, resulting in a potentially significant impact.

4.4.5.3 Mitigation, Monitoring, and Reporting

As stated under Issues 1 and 2, both the General Plan and proposed CPU set forth policies that help to reduce land use incompatibility, such as providing noise attenuation to reduce interior noise levels, buffers between incompatible land uses, assuring the appropriateness of proposed developments relative to noise levels, and limiting noise-sensitive land uses in areas exposed to high levels of noise. Noise-generating land uses (industrial, commercial) also have specific policies directed at minimizing the exposure of noise generated from these land uses on nearby noise-sensitive land uses. However, there is no adequate mitigation to reduce significant impacts at the program level of analysis.

4.4.5.4 Significance After Mitigation

The policies identified above, along with adherence to federal, state, and local noise regulations, serve to preclude or reduce significant impacts to a degree, but cannot guarantee that all future project-level impacts will be avoided or mitigated to a level less than significant. Therefore, impacts associated with noise incompatibilities remain significant and unmitigable.

4.5 Cultural/Historical Resources

A survey of historical properties within the Barrio Logan community was prepared for the proposed CPU by the City Historical Resources staff in conjunction with Brian F. Smith and Associates (BFSA) in February 2011, and is included as an appendix to this PEIR. A detailed analysis of the potential for both Scenario 1 and Scenario 2 and is included below, along with recommendations for mitigation to reduce impacts where feasible.

4.5.1 Existing Conditions

4.5.1.1 Historical Resources Survey

a. Overview

Historical resources (also referred to as cultural resources) are physical features, both natural and constructed, which reflect past human existence and are of historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance. These resources may include such physical objects and features as archaeological sites and artifacts, buildings, groups of buildings, structures, districts, street furniture, signs, cultural properties, and landscapes. Historical resources in the San Diego region span a timeframe of at least the last 10,000 years and include both the prehistoric and historic periods (City of San Diego 2008d). Within this analysis, Historical resources are those archaeological sites and built environment resources that are determined to be significant under CEQA.

b. Methods

The historical resources survey prepared by City staff and BFSA for the proposed CPU included a literature review, a records search, archival research, preparation of a historic context statement, field reconnaissance, data analysis, and a report. The survey results were used to inform the land use analysis completed for the proposed CPU and identified a number of historical resources that may be eligible for local listing, but require further investigation for consideration of historic designation. The survey complied with the City Historic Resource Survey Guidelines (July 2008), National Register of Historic Places (NRHP) Bulletin 24, “Guidelines for Local Surveys: A Basis for Preservation Planning,” and NRHP Bulletin 18, “How to Evaluate and Nominate Designed Historic Landscapes”. This document is included as part of the project being reviewed under this PEIR and will be subject to discretionary review by the City Council.

c. Background Research

Procedurally, the study began with the literature review and archaeological records search at the South Coastal Information Center (SCIC). The literature review included an

examination of three previous built environment surveys that have included a portion of the proposed CPU area. Two were conducted by the City (1980, 1990), and one by Ray Brandes (1983). All of these surveys were weighted towards architectural criteria and offered little information on other types of historical resources. The 1983 and 1990 reports included recommendations for historic districts. Many of the buildings the recommendations were based on have since been demolished.

The archaeological records search from SCIC showed that a total of 1,220 historic addresses and 250 previously recorded prehistoric and historic archaeological resources were recorded within a one-mile radius of the proposed CPU area. Of these historic resources, 33 are within the boundaries of the proposed CPU area (Table 4.5-1). Of these 33 historic resources, six are prehistoric or prehistoric/historic archaeological sites. These include shell middens, temporary camps, artifact scatters, and artifact scatters with features. Two of these also have associated historic trash scatters. The historic period resources include 20 visible structures and seven historic archaeological trash/artifact scatters or features. The visible structures include 10 residences, four commercial buildings, one institutional building, one industrial building, Chicano Park, the Chicano Park murals, portions of the San Diego and Arizona Railroad and Coronado Railroad, and the San Diego-Coronado Bridge. Of these 20 structures, six have been demolished since their recording. The George Kostakos Commercial Building (1701-1715 National Ave; Historical Resources Board [HRB] #799), Chicano Park and its murals (HRB #143), and the artwork for the demolished industrial building (the Aztec Brewery) are listed on the City's Register of Historic Resources (City's Register) (HRB #223). Chicano Park and its murals have been found eligible for inclusion in the California Register of Historical Resources (CRHR) and the NRHP.

Archival research was conducted at the San Diego Historical Society Research Archives and Photograph Collection, San Diego Public Library, the HRB Library, San Diego County Assessor's Office, SCIC, and the Logan Heights Historical Society. The targeted archival research resources included aerial photographs (historic and current), historic and recent maps (fire insurance maps, historic USGS quadrangles), city plans, subdivision maps, parcel maps, assessor's estimated dates of construction (provided by the City), and historic newspaper articles. Secondary sources such as dissertations, theses, research papers, published books, scholarly journal articles, and online sources were referenced to supplement the archival information. Additionally, oral interviews were conducted with knowledgeable members of the community who were able to provide insight regarding the history of the community and the important resources that reflect that significance.

TABLE 4.5-1
PREVIOUSLY RECORDED PREHISTORIC AND HISTORIC RESOURCES
WITHIN BARRIO LOGAN

Primary or Site No.	Listing on Local/State/ National Register	Type	Description
P-37-016280/ P-37-028387	Local, State, National Registers (HRB# 143)	Historic	Chicano Park
P-37-016281/ P-37-028387	Local, State, National Registers (HRB# 143)	Historic	Chicano Park Murals
P-37-016282		Historic	San Diego-Coronado Bay Bridge
P-37-017271		Historic	3622 Dalbergia St, Residence
P-37-017272		Historic	3628 Dalbergia St., Residence
P-37-023905		Historic	Savage Tire Co./Aztec Brewery (demolished)
P-37-028094	Local Register (HRB# 799)	Historic	1701-1715 National Ave., George Kostakos Commercial Building
P-37-028155		Historic	1629 National Ave., Residence (demolished)
P-37-028391		Historic	1809 National Ave., Neighborhood House (demolished)
P-37-028392		Historic	1894 Main St., E.J. Dailey Roofing/Chuey's Restaurant
P-37-028393		Historic	2185-2195 Logan Ave., Charles Swallow Commercial Building/Logan Department Store
P-37-028394		Historic	2184-2196 Logan Ave., Bank of Italy/Porkyland Tortilla Factory
P-37-028395		Historic	2154 Logan Ave., Dobler Residence/El Carrito Restaurant
P-37-028396		Historic	2174 Logan Ave., S. and Hannah Johnston House
P-37-028403		Historic	2073-2077 Logan Ave., John B. Osborn House
P-37-028404		Historic	2085 Logan Ave., Residence
P-37-028405		Historic	1951 National Ave., John P. Treahy Residence (demolished)
P-37-028407		Historic	1915-1917 National Ave., Franklin and Martha Davis Home (demolished)
P-37-028408		Historic	1921 National Ave., Aillaud House (demolished)
P-37-025680		Historic*	San Diego and Arizona Railroad
SDI-13073H		Historic*	Portion of historic Coronado Railroad
SDI-16690		Historic*	Glass and ceramic household artifacts
SDI-12454H	Local Register (HRB# 223) (Aztec Brewery Artwork)	Historic*	Features associated with Savage Tire Factory including brick and cement foundations, machinery mounts, fuel storage tanks, vulcanization vats, cisterns, elevator shaft and associated machinery, and rubber processing areas. Features associated with Aztec Brewing Company including concrete fermentation vat foundations, portion of bottling plant, concrete tanks, and piping.
SDI-17430		Historic*	Trash scatter
SDI-18107		Historic*	Refuse deposits
SDI-18349		Historic*	Artifact surface scatter
SDI-18588		Historic*	Cistern and seven subsurface deposits
SDI-55		Prehistoric	Refuse heap, shells (Ranchería de las Chollas)
SDI-5931		Prehistoric	Flakes, flaking waste, hammerstone-pounder, blade fragment
SDI-12092		Prehistoric	Cobble hearths, shell, and charcoal, core tool, flakes
SDI-12093		Prehistoric	Temporary camp or habitation shell midden
SDI-12090		Prehistoric & Historic	Shell midden; historic glass, ceramic, metal fragments
SDI-17428		Prehistoric & Historic	Shell midden; historic trash scatter

SOURCE: Barrio Logan Community Plan Update, City of San Diego/Brian F. Smith Associates 2011

The results of the archival research were compiled into the historic context statement. The NRHP defines a historic context statement as an

> organizational framework of information based on theme, geographical area, and period of time…Historical contexts may be based on the physical development and character, trends and major events, or important individuals and groups that occurred at various times in history or prehistory of a community or other geographical unit (NRHP Bulletin 24).

The historic context statement was arranged into chronological periods and corresponding historic themes, from prehistory to present-day, and included a description of common property types and architectural styles in the plan area. The historic context statement, which is part of the historic survey report, is partially reproduced below in Section 4.5.1.3.

4.5.1.2 Regulatory Setting/ Historic Preservation Plans, Policies, and Standards

a. Federal

National Register of Historic Places

Federal criteria are used to determine eligibility for the NRHP. The NRHP was established by the National Historic Preservation Act enacted in 1966. The NRHP is the official lists of sites, buildings, structures, districts, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is administered by the National Park Service. Nominations to the NRHP may come from the various State Historic Preservation Offices, Tribal Historic Preservation Offices, local governments, and from private individuals and organizations. The NRHP criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. Are associated with events that have made a significant contribution to the broad patterns our history;

B. Are associated with the lives of persons important in our past;

C. Embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded, or may be likely to yield, information important in prehistory or history.

Certain properties are usually not considered for eligibility for the NRHP. These include ordinary cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved or reconstructed, properties primarily commemorative in nature, or properties that have become significant within the last 50 years. These types of properties can qualify if they are an integral part of a district that does meet the criteria, or if they fall within certain specific categories relating to architecture or association with historically significant people or events. The vast majority of historical sites that qualify for listing do so under Criterion D, research potential.

Native American Involvement

Native American involvement in the development review process is addressed by several federal and state laws. The most notable of these are the California Native American Graves Protection and Repatriation Act (2001) and the federal Native American Graves Protection and Repatriation Act (1990). These acts ensure that Native American human remains and cultural items be treated with respect and dignity. In addition, Senate Bill (SB) 18 details requirements for local agencies to consult with identified California Native American Tribes during the development process.

At the local level, Policy HP-A.4.e of the Historic Preservation Element in the General Plan states that Native American monitors should be included during all phases of the investigation of archaeological resources. This would include surveys, testing, evaluations, data recovery phases, and construction monitoring (City of San Diego 2008c).

b. State

California Register of Historical Resources

Similar to the NRHP, the CRHR program, established in 1992, encourages public recognition and protection of resources of architectural, historical, archaeological, and cultural significance; identifies resources for planning purposes; determines eligibility of state historic grant funding; and provides certain protections under CEQA. State criteria are those listed in CEQA and used to determine whether an historic resource qualifies for the CRHR. CEQA was amended in 1992 to define “historical resources” as a resource listed in or determined eligible for listing on the California Register, a resource included in a local register of historical resources or identified as significant in a historical resource survey that meets certain requirements, and any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant.

Some resources that do not meet these criteria may still be historically significant for the purposes of CEQA.

A resource may be listed in the CRHR if it is significant at the federal, state, or local level under one or more of the four criteria listed below.

1. Is associated with events that have made a significant contribution to the broad patterns of local or regional history and cultural heritage of California or the U.S.

2. Is associated with the lives of persons important to the nation or to California's past.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

4. Has yielded, or may be likely to yield, information important in prehistory or history of the state or nation.

CEQA sections 15064.5 and 21083.2(g) define the criteria for determining the significance of historical resources. The term "historical resources" refers to all prehistoric and historic resources, including archaeological sites, traditional cultural properties, and historic buildings, structures, sites, objects, landscapes, etc. Since resources that are not listed or determined eligible for the state or local registers may still be historically significant, their significance shall be determined if they are affected by a project. The significance of a historical resource under Criterion 4 rests on its ability to address important research questions. Most archaeological sites which qualify for the CRHR do so under Criterion 4 (i.e., research potential).

c. Local

General Plan Historic Preservation Element

The Historic Preservation Element of the General Plan provides guidance on archaeological and historic site preservation in San Diego, including the roles and responsibilities of the HRB, the status of cultural resource surveys, the Mills Act, conservation easements, and other public preservation incentives and strategies. A discussion of criteria used by the HRB to designate landmarks is included, as is a list of recommended steps to strengthen historic preservation in San Diego. The Element sets a series of goals for the City for the preservation of historic resources, and the first of these goals is to preserve significant historical resources. These goals are realized through implementation of policies that encourage the identification and preservation of historical resources. Those policies are detailed in Table 4.5-2.

TABLE 4.5-2
GENERAL PLAN HISTORIC PRESERVATION ELEMENT POLICIES

Policy	Description
HP-A.1	Strengthen historic preservation planning.
HP-A.2	Fully integrate the consideration of historical and cultural resources in the larger land use planning process.
HP-A.3	Foster government to government relationships with the Kumeyaay/ Diegueño tribes of San Diego.
HP-A.4	Actively pursue a program to identify, document, and evaluate the historical and cultural resources in the City.
HP-A.5	Designate and preserve significant historical and cultural resources for current and future generations.
HP-B.1	Foster greater public participation and education in historical and cultural resources.
HP-B.2	Promote the maintenance, restoration, and rehabilitation of historical resources through a variety of financial and development incentives. Continue to use existing programs and develop new approaches as needed. Encourage continued private ownership and utilization of historic structures through a variety of incentives.
HP-B.3	Develop a historic preservation sponsorship program.
HP-B.4	Increase opportunities for cultural heritage tourism. Additional discussion and policies can be found in the Economic Prosperity Element, Section I.

SOURCE: City General Plan Historic Preservation Element 2008c

Policies HP-A.1 through HP-A.5 are associated with the overall identification and preservation of historical resources. This includes policies to provide for comprehensive historic resource planning and integration of such plans within City land use plans, such as the proposed CPU being analyzed within this PEIR. These policies also focus on coordinated planning and preservation of tribal resources, promoting the relationship with Kumeyaay/Diegueño tribes. Historic Preservation policies HP-B.1 through HP-B.4 address the benefits of historical preservation planning and the need for incentivizing maintenance, restoration, and rehabilitation of designated historical resources. This is proposed to be completed through a historic preservation sponsorship program and through cultural heritage tourism.

Proposed CPU Goals and Policies

The Historic Preservation Element of the proposed CPU also provides a set of goals and policies that facilitate the preservation, protection, restoration, and rehabilitation of historical and cultural resources throughout the City. The first goal is to preserve significant historical resources. The second goal is to provide educational opportunities and incentives to support historic preservation. Like the General Plan Historic Preservation Element, these goals will be realized through implementation of policies

that encourage the identification and preservation of historical resources. Those policies are detailed in Table 4.5-3.

TABLE 4.5-3
PROPOSED CPU HISTORIC PRESERVATION ELEMENT POLICIES

Policy	Description
10.1.1	Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City's Historical Resources Register.
10.1.2	Conduct additional research and field work to determine whether a historical commercial district may be present along Logan Avenue.
10.1.3	Conduct additional field work to identify buildings that were obscured or inaccessible during the Barrio Logan Historic Reconnaissance survey.
10.1.4	Develop a historical context statement related to the Mexican-American "sense of place" and cultural landscape evident throughout the community to assist with the identification, evaluation and preservation of resources significant to that history. The context statement should include an oral history component to inform the context about those properties valued by the community.
10.1.5	Conduct project specific Native American consultation early in the development review process to ensure adequate data recovery and mitigation for adverse impacts to significant archaeological and Native American sites. Refer potentially significant historical and cultural resources to the Historical Resources Board for designation.
10.1.6	Allow concerned Native American parties an opportunity to comment on or participate in any treatment plan for any sites with cultural and religious significance to the Native American community.
10.1.7	In the event that Native American burials are anticipated or inadvertently discovered during controlled archaeological excavations or any phase of construction, it is recommended that the concerned parties shall seek to avoid direct and indirect impacts to the site(s) as the primary mitigation alternative. Treatment of sites containing human remains, funerary objects, sacred objects or objects of cultural patrimony should proceed according to applicable laws and in accordance with the Native American Graves Protection and Repatriation Act (NAGPRA; 43 CFR 10), as appropriate, and any agency-specific rules and procedures for handling such matters.
10.1.8	Recommend that if human remains are uncovered, no further disturbance of the site shall occur until the County Coroner has made the necessary finds as to origin and disposition of the remains.
10.2.1	Foster preservation of designated historical resources through use of incentives.
10.2.2	Continue to use existing incentive programs and develop new approaches, such as architectural assistance and relief from setback requirements through a development permit process, as needed.
10.2.3	Encourage incentives for new development rights from potentially and designated historic structures in order to preserve, maintain and rehabilitate them.

Historical Resources Regulations

In January 2000, the City's Historical Resources Regulations (Regulations), part of the SDMC (Chapter 14, Article 3, Division 2: Purpose of Historical Resources Regulations or Sections 143.0201-143.0280), were adopted, providing a balance between sound historic preservation principles and the rights of private property owners. The Regulations have been developed to implement applicable local, state, and federal policies and mandates. Included in these are the City's General Plan, CEQA, and Section 106 of the National Historic Preservation Act of 1966. Historical resources, in the context of the City's Regulations, include

> …site improvements, buildings, structures, historic districts, signs, features (including significant trees or other landscaping), places, place names, interior elements and fixtures designated in conjunction with a property, or other objects historical, archaeological, scientific, educational, cultural, architectural, aesthetic, or traditional significance to the citizens of the city.

These include structures, buildings, archaeological sites, objects, districts, or landscapes having physical evidence of human activities. These are usually over 45 years old, and they may have been altered or still be in use (City of San Diego 2001).

The Regulations authorize promulgation and publishing of the Guidelines and are incorporated in the San Diego LDC by reference. These guidelines set up a Development Review Process to review projects in the city. This process is composed of two aspects: the implementation of the Regulations, explained below, and the determination of impacts and mitigation under CEQA.

Compliance with the Regulations begins with the determination of the need for a site-specific survey for a project. Section 143.0212(b) of the Regulations requires that historical resource sensitivity maps be used to identify properties in the city that have a probability of containing archaeological sites. These maps are based on records maintained by the SCIC of the California Historic Resources Information System and San Diego Museum of Man, as well as site-specific information in the City's files. If records show an archaeological site exists on or immediately adjacent to a subject property, the City shall require a survey. In general, archaeological surveys are required when the proposed development is on a previously undeveloped parcel, if a known resource is recorded on the parcel or within a one-mile radius, or if a qualified consultant or knowledgeable City staff member recommends it. Surveys are also required if more than five years have elapsed since the last survey and the potential for resources exists. A historic property (built environment) survey can be required on a project if the properties are over 45 years old and appear to have integrity of setting, design, materials, workmanship, feeling, and association.

Section 143.0212(d) of the Regulations states that if a property-specific survey is required, it shall be conducted according to the Guidelines criteria. Using the survey results and other available applicable information, the City shall determine whether a historical resource exists, whether it is eligible for designation as a designated historical resource, and precisely where it is located.

City of San Diego Historical Resources Guidelines

The City established a set of criteria as a baseline to be used by the HRB in the designation process. City Designation Criteria for historic resources are outlined in the General Plan and Historical Resources Guidelines (Guidelines). These criteria reflect a more local perspective of historical, architectural, and cultural importance for inclusion on the City's Historical Resources Register. The resource may be designated, or eligible for designation, pursuant to one or more of the following criteria, and in turn would be considered a significant resource:

A. Exemplifies or reflects special elements of the city's, a community's, or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping, or agricultural development.

B. Is identified with persons or events significant in local, state, or national history.

C. Embodies distinctive characteristics of a style, type, period, or method of construction or is a valuable example of the use of indigenous materials or crafts.

D. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist, or craftsman.

E. Is listed or has been determined eligible by National Park Service for listing on the NRHP or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historic Resources.

F. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a special character, historical interest, or aesthetic value, or which represent one or more architectural periods or styles in the history and development of the city.

Under the City's Guidelines, certain types of resources are typically considered insignificant for planning purposes, such as isolates, sparse lithic scatters, isolated bedrock milling features, shellfish processing stations, and sites and buildings less than 45 years old (City of San Diego 2001). The Guidelines cover all properties (historic, archaeological, landscapes, traditional, etc.) that are eligible or potentially eligible for the NRHP.

The Guidelines define significance for historic buildings, structures, objects, and landscapes based on age, location, context, integrity, and association with an important person or event. An archaeological site is defined as at least three associated artifacts/ecofacts within a 40-square-meter area, or as a single feature, and be at least 45 years old (City of San Diego 2001). The determination of an archaeological site's significance depends on a number of factors specific to that site, including size, type, and integrity; presence or absence of a subsurface deposit, soil stratigraphy, features, diagnostic artifacts, or datable material; artifact/ecofact density; assemblage complexity; cultural affiliation; association with an important person or event; and ethnic importance. Unless demonstrated otherwise, archaeological sites with only a surface component are not typically considered significant. According to the City's Guidelines, all archaeological sites are considered potentially significant (City of San Diego 2001:13).

For a site to have ethnic significance it must be associated with a burial or cemetery; religious, social, or traditional activities of a discrete ethnic population; an important person or event as defined within a discrete ethnic population; or the mythology of a discrete ethnic population (City of San Diego 2001).

4.5.1.3 Historic Background

a. Prehistoric Background

The earliest well-documented sites in the San Diego area belong to the San Dieguito complex, thought to be something over 9,000 years old. The San Dieguito complex is a local manifestation of the Paleoamerican Period (12,000 to 7,000 Before Present [B.P.]). The San Dieguito complex is thought by most researchers to have an emphasis on big game hunting. The assemblage is dominated by finely made scraping and chopping tools of felsite or fine-grained basalt. Large-stemmed Lake Mojave and Silver Lake types and leaf-shaped projectile points are relatively abundant, while seed grinding technology was limited or absent (Warren 1984).

The next period, known as the Archaic Period (7,000 to 1,500 B.P.), brings an apparent shift toward a more generalized economy and an increased emphasis on seed resources, small game, and shellfish. The local cultural manifestations of the Archaic Period are called the La Jollan Complex along the coast, and the Pauma Complex inland (True 1980). Pauma Complex sites lack the shell that dominates many La Jollan sites. Along with an economic focus on gathering plant resources, the settlement system appears to have been more sedentary. There appears to have been a shift away from the northern San Diego coast in the middle of the period, probably a response to the depletion of coastal resources and the siltation of lagoons. The La Jollan assemblage is dominated by rough, cobble-based choppers and scrapers, and slab and basin metates. Bedrock milling is absent in the La Jollan Complex. Projectile points are rare, but occasionally Elko series points are noted (Justice 2002).

The Late Prehistoric Period (1,500 B.P. [400 A.D.] to 1769 A.D.) archaeology of the southern San Diego coast and foothills is characterized by the Cuyamaca Complex. The Cuyamaca Complex is primarily known from the work of D. L. True at Cuyamaca Rancho State Park, some 30 miles northeast of Otay Mesa. True suggests that this Late Prehistoric Complex represents a continuous *in situ* development from the Archaic (La Jollan) to the ethnohistoric Kumeyaay (True 1970). On the other hand, some researchers looking at origin myths and other ethnographic and archaeological evidence suggest that during the early portion of the period, Yuman speakers, the ancestors of the Kumeyaay, entered southern San Diego County from the Colorado River area (Moriarty 1966, 1967).

The Cuyamaca complex is characterized by the presence of steatite arrowshaft straighteners, steatite pendants (some of these steatite items are incised with crosshatching), and steatite comales (heating stones, some of which are biconically drilled on one end). Ceramics appear for the first time in the form of Tizon Brownware pottery, ceramic figurines reminiscent of Hohokam styles, ceramic "Yuman bow pipes," ceramic rattles, and miniature pottery vessels. Stone artifacts include various cobble-based tools (e.g., scrapers, choppers, hammerstones), bone awls, manos and metates, and mortars and pestles. Projectile points consist of Desert Side-Notched and less commonly Cottonwood Series projectile points (True 1966, 1970). These small points indicate the advent of the bow and arrow.

b. Ethnographic Background

The proposed CPU area is in the traditional territory of the Kumeyaay (also known as Kamia, Ipai, Tipai, and Diegueño). At the time of the Spanish invasion, the Kumeyaay occupied the southern two-thirds of San Diego County. The Kumeyaay belong to the Hokan language family, which includes the lower Colorado River tribes and Arizona groups to whom they are closely related (Luomala 1978). Kumeyaay territory included a number of ecological zones, including rocky shore and sandy ocean beaches on the coast and areas east to the mountains.

The most basic social and economic unit was the patrilocal extended family. Within the family there was a basic division of labor based upon gender and age, but it was not rigid. Women made pottery, basketry, gathered plant resources, ground seeds and acorns, prepared meals, and so on. Men hunted, fished, helped collect and carry acorns and other heavy tasks, and made tools for the hunt. Old women were active in teaching and caring for children while younger women were busy with other tasks. Older men were involved in politics, ceremonial life, teaching young men, and making nets, stone tools, and ceremonial paraphernalia (Bean and Shipek 1978).

During the initial Spanish settlement, the Kumeyaay continued to utilize the resources of the bay and wetland areas. In 1769, the Spanish observed an active Kumeyaay settlement at the mouth of Las Chollas Creek, near what is now the proposed CPU area.

The settlement, identified as Rancheria de Chollas in Mission records, continued to exist until as late as the mid-1820s. The Kumeyaay continued to use the marshy tidelands around the bay until the 1880s or 1890s, especially around the mouths of the Sweetwater, Otay, and Tijuana Rivers.

c. Historic Period

San Diego history is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1846), and American Period (1846–present). San Diego was first settled by the Spanish military and Franciscan friars in A.D. 1769, when the Mission San Diego de Alcalá and Presidio de San Diego were founded. After initially locating the camp on the shore of the bay, the Spanish moved it to a low hill at the mouth of the San Diego River, near present-day Old Town. The first mission was set up at this location, as was the presidio. In August 1774, the mission was moved six miles to the east, up the San Diego River valley and next to the Kumeyaay Village of Nipaguay.

The major land use during the Spanish period was cattle grazing. Missions were major population centers and mission cattle roamed freely over open range. The arrival of the Spanish substantially and pervasively stressed the social, political, and economic fabric of aboriginal culture (Shipek 1986). Missionary influence eroded traditional religious and ideological institutions, while Spanish development of coastal areas for crops and livestock severely impacted traditional subsistence practices (Shipek 1991). Disease, starvation, and a general institutional collapse caused emigration, birth rate declines, and high adult and infant mortality levels for the aboriginal groups all along the coastal strip of California (Hurtado 1988) and in San Diego County (Carrico 1987).

During the Mexican period (1822–1846), the missions were secularized and their vast land holdings were broken up into private land grants or ranchos. The proposed CPU area was not part of a land grant during the Mexican period, remaining part of the Pueblo Lands of San Diego. The proposed CPU area, including downtown San Diego, was characterized as shallow mud flats that were of little importance to early settlers.

During the American Period (1846-Present), after the conclusion of the Mexican-American War and the Treaty of Guadalupe-Hidalgo in 1848, the population in San Diego County grew very slowly during the following two decades. The population actually dropped to a low of about 200 people according to the 1860 census. William Heath Davis began what would become New Town in 1850, but this initial enterprise failed, due in part to bad economic times in the early 1850s. New Town remained virtually deserted until 1867, when Alonzo Horton bought 800 acres in present day downtown and began a second push to develop the area he called “New Town San Diego”. This second enterprise was successful, helped this time by an upswing in California’s economy and Horton’s money.

d. Barrio Logan History

Residential and Commercial Development in the Era of Railroads and Streetcars (1870s–1920s)

As New Town developed, the land south of Horton's original purchase was looked at as an ideal location for the terminus of a transcontinental railroad. The area, called the East End at the time, encompassed what later became known as the communities of Barrio Logan and Logan Heights. Although plans for the railroad never materialized, the first subdivision map was filed in 1870, and a second was recorded in 1873.

The 1880s were a period of substantial growth in San Diego, reflected in the proposed CPU area by the construction of the California Southern Railroad along the waterfront (Brandes 1983). H.P. Whitney and the San Diego Land and Town Company, a subsidiary of the Santa Fe Railroad, built wharfs on the bayfront in the late 1880s, and most of the land west of Harbor Drive were railroad depot grounds. By 1888, most of the land within the proposed CPU area had been subdivided, but actual residential construction proceeded very slowly (Norris 1983). Development was helped by various public transportation services initiated between 1887 and 1892, culminating in the San Diego Electric Railway Company's line down Logan Avenue.

The city's population took a downward tumble through the 1880s, declining from 40,000 residents in 1887 to 16,000 by 1890. However, development continued slowly into the 1890s and the new century. By 1900, the ethnic composition of the proposed CPU area was predominately European-American and European immigrants, with a scattering of Mexican-Americans, African-Americans, and Asian immigrants (Norris 1983). The East End was now known as Logan Heights, after the main thoroughfare, Logan Avenue, and it was primarily residential. Homes were almost all single-family residences, one to a lot. Although a commercial district was beginning to emerge by 1906, centered on Logan Avenue between Beardsley Street and Sampson Street, Logan Heights still had a rural character. There were still no schools, civic buildings, or churches in the proposed CPU area, these being located north of Logan Avenue. Several industrial companies had established themselves along bayfront by this time, including the Camble Brothers Machine Shop, California Iron Works, Benson Lumber Company, Dobler's Brewery, and Standard Oil Company. In 1911, the City was awarded the tidelands, previously under state control, and initiated the construction of a pierhead around the bay. The former tidelands behind the pierhead were filled using dredgings from the bay, creating usable land.

Early Industrial Bayfront Development (1880s-1930s)

The 1915 Panama-California Exposition was another inducement to growth throughout San Diego, including Logan Heights. By 1921, the proposed CPU area had become a high-density urban neighborhood. A part of this growth was the construction of multi-

family dwellings, reflecting the need for housing for the growing number of workers employed along the bayfront, the railroad, and the downtown businesses. The commercial district along Logan Avenue had expanded and diversified, now including grocers, druggists, a baker, hardware suppliers, auto repair and parts shops, and a gas station.

The construction of the pierhead in 1911 fostered the development of the commercial fishing industry. This development attracted Japanese immigrants into San Diego and Logan Heights. Japanese involvement in the abalone fishing industry became significant in 1908, and by 1918, approximately 50 percent of the crews were Japanese. Most of these crews were based out of Logan Heights. At this same time there was a tuna and sardine fishing boom, initially developed by the Japanese. By 1919, commercial canning technology had become practical, and there were 10 canneries in San Diego, most located in the proposed CPU area and run by Japanese immigrants. Anti-Japanese bills were introduced in the California Legislature beginning in 1919, culminating in amendments to the State Fish and Game Code that severely handicapped Japanese participation in the tuna fishing industry.

In 1919, the federal government established the Destroyer Base at the foot of 32nd Street. In the 1920s, businesses that occupied the bayfront included the Brenson and Chas. R. McCormick Lumber Companies, Standard Oil Works, Bolivar Packing Company, San Diego Marine Construction Company, six fishing businesses/canneries, and the Southwest Onyx and Marble Company. This expansion ceased during the Depression, but picked up again in the late 1930s. In 1926, John Nolan published a city plan for San Diego: *A Comprehensive Plan for San Diego*. In this plan, which was adopted by the City, Nolan recommended that most waterfront development be directed to the bayfront of Logan Heights, within the proposed CPU area.

Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s–1950s)

During the 1920s, and up into the 1950s, Logan Heights saw significant changes in its ethnic composition and an increase in both commercial and residential growth. As the original Anglo-American population of Logan Heights moved into the suburbs, Mexican-Americans, African-Americans, and Asian-Americans moved into the area to take advantage of low-cost housing close to the bayfront and railroad jobs. Mexican-American immigration was spurred by the Mexican Revolution (1910–1920), and many settled in the proposed CPU area, drawn by affordable housing; unskilled jobs in the railroad, fishing, agriculture, building construction; and social and cultural familiarity. Immigration declined drastically in the 1930s due to the Depression and associated roundups of undocumented workers.

World War II brought a reversal of this trend, due to the need for agricultural and industrial labor to replace drafted workers. The Bracero program, in effect between 1942

and 1947, and later between 1951 and 1964, allowed thousands of Mexican workers to enter the U.S.

By the end of World War II, Logan Heights was a densely settled community. The commercial center continued to expand along Logan Avenue, and other businesses were popping up throughout the community. As the population grew, the demand for inexpensive, small, and multiple-family housing increased. Apartments, duplexes, bungalow courts, and second single-family residences on the rear of existing residential lots, were built. In addition, industrial encroachment into the residential portion of the proposed CPU area and Logan Heights as a whole had increased dramatically by the end of the war. Businesses included auto wrecking and salvage yards, door and cabinet shops, several iron works, furniture manufacturing, battery manufacturing, bottling works, and a small car manufacturing plant. These were in addition to the established industries along the bayfront.

Later Industrial and Naval Bayfront Development (1940s – 1950s)

Prior to World War II, the federal government increased its military presence along the bayfront. The Destroyer Base, established at the terminus of 32nd Street in 1919, was changed to the U.S. Naval Repair Base in 1941, and was redesignated to the U.S. Naval Station, San Diego in 1946, occupying over 1,100 acres within and adjacent to the proposed CPU area to the west and south.

Companies that constructed large naval and commercial shipping crafts began to locate along the bayfront, supporting the military operations. National Iron Works, now known as NASSCO, the Harbor Boat and Yacht Company, and the San Diego Marine Construction Company, were established or expanded on during the mid-1940s and 1950s. The tuna and sardine canning industry continued to be a big presence, although it had been consolidated into two major companies by 1946: the Van Camp Seafood Company and the Sun Harbor Packing Company.

By 1946, a number of industrial uses were present in Barrio Logan, including the above-referenced shipbuilding and canning companies, as well as oil, lumber, and general warehouses. San Diego Gas and Electric Company operated two facilities along the bayfront, the Silver Gate Power Plant and substation.

A change in the official city zoning in the 1950s to mixed use (from primary residential) resulted in a substantial increase in the number of automotive scrap yards, particularly along Main, National, Newton and Logan avenues, as well as industrial businesses housed in large warehouses and lofts. By 1963, less than 10 percent of the acreage in the proposed CPU area was residential, and businesses and dwellings were often located side by side. As a result of the mixed use zoning, significant changes in land use occurred to the neighborhood, with commercial and industrial business located adjacent to residences.

Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s–Present)

The completion of I-5 through the heart of Logan Heights in 1963 significantly altered the boundaries of the neighborhood, effectively splitting it in two. I-5 cut off the neighborhood north of the freeway from the commercial center on Logan Avenue, and cut off those south of the freeway from the churches and schools concentrated to the north. It also displaced all the families and businesses in the direct path of the freeway. The community was divided again when the San Diego-Coronado Bridge was built through the northern portion of the proposed CPU area in 1969. More families and businesses were displaced for bridge construction, a trend that continued as many older homes and buildings were demolished to make way for industrial structures in the 1970s.

The splitting of Logan Heights in two by the freeway was instrumental in the adoption of the name Barrio Logan for the area south of the freeway, a name that was officially adopted by the City in the 1970s. The Chicano movement was becoming a major force for change in the proposed CPU area and Logan Heights, with the first Chicano activity in the community taking place as small clean-up projects in the area in the 1960s. The visibility and importance of the movement grew dramatically in 1970, when Chicano activists successfully protested the planned construction of a Highway Patrol Station under a bridge ramp on land that had been promised as a park. The City finally agreed to turn 7.4 acres over to the community, and Chicano Park, the name chosen by the community, was created. The creation of the park has been cited as the defining event in the recognition of Barrio Logan as a Chicano community (Rosen and Fisher 2001). A number of murals were painted by two teams of Chicano artists on the bridge abutments in the park, and the park and murals were designated a local landmark in 1980 by the City and found eligible for inclusion on the NRHP and placed on the CRHR in January 2007 (Rosen and Fisher 2001). Following the establishment of Chicano Park, a number of community and political organizations were formed to support the revitalized Chicano community and provide social services to the residents.

The urban landscape of the proposed CPU area has transformed since the 1970s to reflect the ethnic identification of the residents. Studies by James Rojas and Daniel Arreola have shown a number of similarities in Mexican-American *barrios* in the southwestern U.S. Although these elements are present individually or in limited numbers in many neighborhoods, the presence of all or most of them makes a distinctly Mexican-American neighborhood. The elements of a *barrio* landscape present in the proposed CPU area are enclosed personalized front yards (fences and specialized uses), the use of color to fill blank walls (bright colors, murals, advertising, and graffiti), and religious shrines. The personalized front yard is the most prevalent characteristic in the proposed CPU area, with almost 90 percent of the residences having an enclosure of some kind around the front yard. Most have been personalized with gardens, garden furniture, or personal effects. The use of color and decoration of space is also very

common in the proposed CPU area. Bright colors are common on both residences and businesses. Murals can be found on the sides of commercial buildings, multiple family residences, and, prominently, in Chicano Park. Shrines were not noted in yards; however, there is a communal shrine to the Virgin of Guadalupe at Chicano park.

Construction in the last few decades has been mainly industrial buildings; however, high-density residential complexes and commercial centers have recently been approved and are being constructed to promote the economic revitalization of the community. A second park, Cesar Chavez Park, providing residents with the only access to the bayfront, was completed in 1990.

4.5.1.4 Survey Results

Identification of Potentially Significant Properties

BFSA conducted the historical built environment resources survey of the project site in July and August of 2008, and the results of the survey are analyzed in Section 4.5.3. The technical report and survey is an appendix to the proposed CPU and will be considered as part of the proposed CPU adoption process.,

The survey evaluated buildings that may be considered individually significant based on the City's Designation Criteria (detailed further in Section 4.5.1.2c). The survey included the review of 484 properties built before 1965 (the general threshold date for consideration of a historic structure). In addition, the survey also reviewed Chicano Park, which was established in 1970. Figure 4.5-1 shows the historical resources inventory including designated historic sites, potentially significant sites based on the historic survey, and sites eligible for local designation. Ninety-eight properties were found to have potential significance based on City's Designation Criterion C. Table 4.5-4 lists potentially significant properties based on Criterion C. Appendix C of the Historical Resources Survey, included as an appendix to the proposed CPU, includes a full listing of the properties surveyed and the integrity findings.

An additional nine properties were identified that have the potential of being significant because they may exemplify or reflect special elements of the community or neighborhood's historical, cultural, social, economic, political, aesthetic, engineering, landscaping, or architectural development (City of San Diego Criterion A). These are listed in Table 4.5-5. The majority of the properties listed in Table 4.5-5 are associated with the theme "Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus" (1920s–1950s), which was the period in which the Mexican-American community became the dominant population group in the proposed CPU area. It was also the period during which the proposed CPU area's residential and commercial growth was most substantial. One property (2174 Logan Avenue) is associated with the period of earliest residential and commercial development in the proposed CPU area (Residential and Commercial Development in

Map Source: City of San Diego, 2011

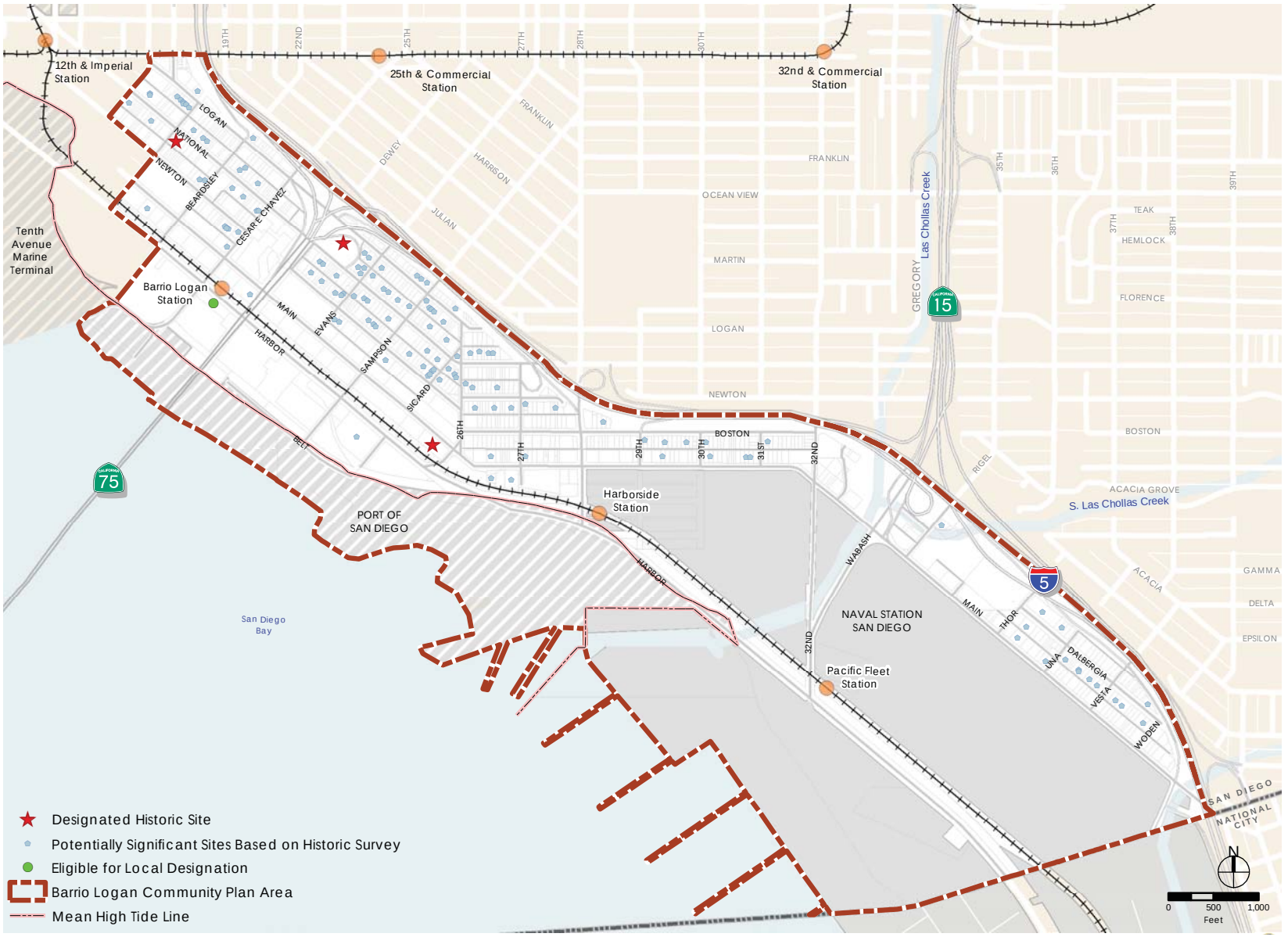

FIGURE 4.5-1

Historical Resources Inventory

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TABLE 4.5-4
POTENTIALLY SIGNIFICANT INDIVIDUAL BUILDINGS
BASED ON CITY OF SAN DIEGO CRITERION C (ARCHITECTURE)

Property Address	Architectural Style	Est. Date of Construction	Integrity
951-961 S. 16th St.	Streamline Moderne	1924	Good
1008 S. 26th St.	Craftsman Bungalow	1935	Good
1219 S 30th St.	Undetermined	1914	Good
1205-1215 S. 31st St.	Minimal Traditional	circa 1945	Fair
1220 S. 31st St.	Craftsman Bungalow	circa 1945	Good
1032 Beardsley St.	Craftsman Bungalow	1918	Good
2901 Boston Ave.	Colonial Revival	1906	Good
2981 Boston Ave.	Italianate	1881-1887	Good
2836-3838 Boston Ave.	Craftsman Bungalow	1918	Good
2939-2941 Boston Ave.	Mission Revival	1927	Good
1016 Cesar E. Chavez Pkwy	Craftsman	1920	Fair
1102 Cesar E. Chavez Pkwy	Queen Anne	1887	Fair
3554 Dalbergia St.	Block	1950s	Good
3561 Dalbergia St.	Utilitarian	1960s	Good
3586 Dalbergia St.	Utilitarian	1960s	Good
3611 Dalbergia St.	Block	1960s	Good
3645 Dalbergia St.	Block	1960s	Good
3647 Dalbergia St.	Block	1960s	Good
3665 Dalbergia St.	Block	1960s	Good
3683 Dalbergia St.	Block	1960s	Good
3715 Dalbergia St.	Block	1960s	Good
3768 Dalbergia St.	Contemporary	circa 1960	Good
3781 Dalbergia St.	Block	1950s	Good
925 S. Evans St.	Craftsman Bungalow	1920	Good
1021 S. Evans St.	Craftsman Bungalow	1918	Good
1028 S. Evans St.	Craftsman Bungalow	1913	Good
1032 S. Evans St.	Craftsman Bungalow	1918	Good
2295 Harbor Dr.	Block	circa 1945	Good
1667 Logan Ave.	Queen Anne	1880	Good
1673 Logan Ave.	Queen Anne	1880	Good
1681 Logan Ave.	Colonial Revival	circa 1920	Good
1684 Logan Ave.	Utilitarian	1950s	Good
1685 Logan Ave	Colonial Revival	1931	Good
1695 Logan Ave	Colonial Revival	1931	Good
2075 Logan Ave.	Colonial Revival	1897	Good
2085 Logan Ave.	Italianate	1880	Good
2107 Logan Ave.	False Front Commercial	1905	Fair
2166 Logan Ave.	Folk Victorian	1910	Fair
2174 Logan Ave.	Queen Anne	1893	Good
2201 Logan Ave.	Colonial Revival	1909	Good
2215 Logan Ave.	False-Front Commercial	1907	Good

TABLE 4.5-4
POTENTIALLY SIGNIFICANT INDIVIDUAL BUILDINGS
BASED ON CITY OF SAN DIEGO CRITERION C (ARCHITECTURE)
(Continued)

Property Address	Architectural Style	Est. Date of Construction	Integrity
2225 Logan Ave.	Folk Victorian	1915	Fair
2250 Logan Ave.	Block	1950s	Good
1709 Main St.	Utilitarian	1940s	Good
1894 Main St.	Block	1930	Good
1979 Main St.	Utilitarian	1960s	Good
2646 Main St.	Utilitarian	1960s	Good
2647 Main St.	Quonset Hut	circa 1945	Good
2697 Main St.	Contemporary	1960s	Good
2704 Main St.	Utilitarian	1960s	Good
2940 Main St.	Craftsman Bungalow	circa 1920	Good
3078-3080 Main St.	Colonial Revival	circa 1920	Good
3086-3088 Main St.	Craftsman	circa 1920	Good
3520 Main St.	Utilitarian	1960s	Good
3592 Main St.	Block	1960s	Good
1600-1616 National Ave.	Block	circa 1930	Good
1603 National Ave.	Utilitarian	circa 1945	Good
1659 National Ave.	Block	circa 1945	Good
1724 National Ave	Folk Victorian	1900	Fair
1744 National Ave.	Folk Victorian	1906	Fair
1752 National Ave	Italianate	1880	Fair
1822 National Ave	Colonial Revival	1924	Fair
1832 National Ave	False-Front Commercial	1905	Fair
1831-1833 National Ave.	Italianate	1903	Good
1864 National Ave.	Block	1960s	Good
1897 National Ave.	Streamline Moderne	circa 1945	Good
2021 National Ave.	Colonial Revival	1913	Good
2084 National Ave.	Craftsman	1920	Fair
2090 National Ave.	Folk Victorian	1890	Fair
2119 or 2121 National Ave.	Colonial Revival	circa 1920	Good
2129 National Ave.	Colonial Revival	1925	Good
2136 National Ave.	Contemporary	1960s	Good
2148 National Ave.	Folk Victorian	1900	Fair
2168 National Ave.	Folk Victorian	circa 1915	Good
2177 National Ave.	Craftsman	1910	Good
2255 National Ave.	Block	circa 1960	Good
2285 National Ave.	Colonial Revival	1913	Good
2292 National Ave.	Utilitarian	circa 1950	Good
2632 National Ave.	Streamline Moderne	circa 1945	Good
2644 National Ave.	Folk Victorian	circa 1920	Good
2652 National Ave.	Folk Victorian	circa 1887	Good
2029-2031 National Ave.	Folk Victorian	1880	Fair
2059-2061 National Ave.	Craftsman	1918	Fair
2234-2238 National Ave.	Minimal Traditional	1940	Fair

TABLE 4.5-4
POTENTIALLY SIGNIFICANT INDIVIDUAL BUILDINGS
BASED ON CITY OF SAN DIEGO CRITERION C (ARCHITECTURE)
(Continued)

Property Address	Architectural Style	Est. Date of Construction	Integrity
2616-2618 National Ave.	Mission Revival	1923	Fair
1865 Newton Ave.	Craftsman	1920	Fair
1869 Newton Ave.	Craftsman	1920	Fair
1875 Newton Ave.	Block	circa 1960	Fair
2022 Newton Ave.	Block	1960s	Good
2046 Newton Ave.	Contemporary	1960s	Good
2080-2082 Newton Ave.	Queen Anne	circa 1890s	
2109 Newton Ave.	Utilitarian	circa 1950	Good
2152 Newton Ave.	Colonial Revival	1920	Fair
2168 Newton Ave.	Colonial Revival	circa 1920	Good
2170 Newton Ave.	Colonial Revival	circa 1920	Good
2205 Newton Ave.	Contemporary	1960s	Good
2240 Newton Ave.	Colonial Revival	circa 1920	Good
2272 Newton Ave.	Block	circa 1965	Good
2618 Newton Ave.	Colonial Revival	1912	Good
2619 Newton Ave.	Queen Anne	1898	Fair
2653 Newton Ave.	Folk Victorian	1910	Fair
2701 Newton Ave.	Craftsman	1920	Fair
2759 Newton Ave.	Mission Revival	1925	Good
2080-2082 Newton Ave.	Queen Anne	1890	Good
2658-2662 Newton Ave.	Craftsman	1920	Fair
1531 Rigel St.	Utilitarian	circa 1960	Good
934 Sampson St.	Craftsman Bungalow	circa 1945	Good
938 Sampson St.	Craftsman Bungalow	circa 1945	Good
1025 Sicard St.	Contemporary	circa 1960	Good
1028 Sicard St.	Craftsman Bungalow	circa 1920	Good
1030 Sicard St.	Craftsman Bungalow	1914	Good
1034 Sicard St.	Craftsman Bungalow	1914	Fair
1038 Sicard St.	Craftsman Bungalow	1914	Good

TABLE 4.5-5
SIGNIFICANT AND POTENTIALLY SIGNIFICANT INDIVIDUAL PROPERTIES
BASED ON CITY OF SAN DIEGO CRITERION A (SPECIAL ELEMENT OF DEVELOPMENT)

Property Address	Additional Information (Brandes 1983; City of San Diego 1990; Logan Heights Historical Society)	Est. Date of Construction
1786 Beardsely St.	This property was bought in 1926 and housed the New Mexico Tortilla factory which had one of the first electric tortilla makers in the city. The store delivered food to Old Town and also sold food to cannery workers. In the 1980s the New Mexico Café moved to the adjacent property on the corner of Newton and Beardsely. The family-owned restaurant is still in business today.	1929
1935 Harbor Dr.	The Kelco Historical Community Mural was created by Salvador and Gloria Torres. This mural represents the history and future of Barrio Logan, including the people, waterfront industries, and sea life.	1993
1800 Logan Ave.	The Corona Outfitting Co. occupied this building between 1943 and 1948. It may have housed Amador's Market previously. Corona Furniture Co. moved to 1816 Logan (no longer standing) in the late 1940s and is now located at 3161 National Ave.	circa 1940
1857 Logan Ave.	This tortilleria and Mexican restaurant was established in 1933 at this location by Nativada and Petra Estudillo and is it still operated by the family today.	circa 1933
2154-2158 Logan Ave.	This lot contains a Victorian style residence, which is partly hidden by a streetcar that is situated on the front of the lot. The streetcar was purchased by a former owner after World War II when the local line was shut down in 1947. He converted it for use as a restaurant.	1895/1930
2171-2177 Logan Ave.	This building was used as a movie theatre throughout the 1920s and 1930s. Part of the building was occupied by a cigar store in at least 1925. The building also housed apartments.	1915
2174 Logan Ave.	This Folk Victorian home was occupied by C. Clarence Park in at least 1907. Park and business partner Sherman Grable founded the Park-Grable Investment Co., which was active in the development of real estate in Barrio Logan.	1910
2184-2196 Logan Ave.	The building was built for the San Diego Trust and Commerce Bank in the Mission Revival style. It was joined by a dry goods store (1925-1933), electrical repair shop (1925-1933), and a Safeway grocery store (1925-1954) two years later. In 1927, the Bank of Italy absorbed San Diego Trust and Commerce Bank, which was subsequently reorganized as the Bank of America in 1931, serving the area until 1958. The property became a tortilla factory in 1977.	1923
Chicano Park	Currently listed in the City of San Diego (HRB# 143) and California Register. Eligible for listing in National Register.	1970

the Era of Railroads and Streetcars [1870s–1920s]). Chicano Park is recognized as an important historic site associated with the theme of Chicano Political Activism (1960s–present).

Because the buildings listed in Tables 4.5-4 and 4.5-5 represent the results of a reconnaissance-level survey, additional intensive-level analysis will be required before such sites can be considered for designation and, in turn, a determination of significance be made.

The survey conducted by BFSA in 2008 only included buildings visible from the street and did not attempt to record structures on the rear of properties or along alleys. As the historic context indicates, there is the potential for a considerable number of buildings older than 1965 that were constructed behind older residences, to not be included in the current survey, and with the potential for significance.

Identification of Historic Districts

The proposed CPU area represents a mix of different historic periods, modified structures, and various architectural styles that are interspersed with commercial and industrial uses. In particular, industrial infill and wide-scale demolition, which began in earnest in the 1950s, has resulted in a low concentration of geographically continuous historical properties. Furthermore, the low architectural integrity of most of the extant properties has exempted them from consideration as contributors to a district. No historic districts were identified within the proposed CPU area as a result of the survey, although a modest concentration of potentially significant buildings was found between Logan Avenue and Newton Avenue, generally bounded by Chicano Park on the northwest and South 26th Street on the southeast.

Although two of the previous historic resources surveys (Brandes 1983, City of San Diego 1990) made historic district recommendations, those recommendations are not considered relevant based on the findings of this study. The previous surveys' recommendations for districts were based on the inclusion of many buildings that have since been demolished or significantly altered. Additionally, the districts included areas outside of the proposed CPU area.

Native American Consultation

The potential to discover prehistoric sites or deposits within the project is highest in those areas near Las Chollas Creek (near "Indian Point") or along the original tidelands. Patterns of occupation sites and subsistence-based camps illustrated in the records searches for the bay area indicate that both Archaic and Late Prehistoric cultures focused on areas with access to fresh water and marine resources. The large prehistoric sites recorded at the mouth of Las Chollas Creek (on the southeastern portion of the proposed CPU area) are examples of the importance of fresh water and marine

resources needed to sustain a large prehistoric population over time. The potential of any prehistoric sites to contribute to research questions regarding cultural occupation along the bay over the past 8,000 years is considered high; however, the existence of sites further away from Las Chollas Creek or the bay is uncertain, because archaeological surveys have not been conducted and the ability to discern prehistoric sites in the highly urban environment is impacted by the historic development. Depositional patterns at occupation sites elsewhere around the bay have documented good preservation of shell and fish remains, as well as hearth features, midden deposits, and even human burials.

Native American representatives were contacted as part of the survey regarding potential cultural concerns related to prehistoric sites or Traditional Cultural Properties within the Community Plan boundaries. The records search data from the archaeological study of the plan area was shared with Mr. Clint Linton of the Santa Ysabel Reservation. Based upon the record search data, the proposed CPU area is considered to have minimum research potential, except in those areas on the southeast side of the Community Plan area where recorded sites SDI-12,090 and SDI-12,092 represent a prehistoric village situated at the mouth of Las Chollas Creek. This village area has been disturbed; however, components of these sites may still exist beneath the historic and modern development layers. Mr. Linton has expressed the Native American concerns regarding this area and the potential to encounter culturally sensitive sites or artifacts.

4.5.2 Thresholds of Significance

Cultural resources significance determination, pursuant to the City's 2011 Significance Determination Thresholds, consists first of determining the sensitivity or significance of identified cultural resources and, secondly, determining direct and indirect impacts that would result from project implementation. Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, impacts related to historical resources would occur if implementation of the proposed CPU would:

1. Result in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites; or

2. Result in impacts to existing religious or sacred uses within the proposed CPU area or the disturbance of any human remains, including those interred outside formal cemeteries.

4.5.3 Issue 1: Prehistoric/Historic Resources

Would implementation of the proposed CPU result in adverse physical or aesthetic effects to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites?

4.5.3.1 Impacts

The proposed CPU area includes known historic and prehistoric resources (see Table 4.5-1). Future build-out of either Scenario 1 or Scenario 2 would facilitate future development that has the potential to impact these resources. The demolition or substantial alteration of a resource listed on, or formally determined eligible for, the following would represent a significant direct impact to historical resources:

- the NRHP or the CRHR, including contributors to NRHP Historic Districts or California Register Historic Districts; or
- the San Diego Historical Resources Register, including contributors to San Diego Register Historic Districts; or
- that meet the CEQA criteria for historical resources.

Additionally, grading, excavation, and other ground disturbing activities associated with development projects that affect significant archaeological sites or traditional cultural properties would represent a significant direct impact to historical resources. While the proposed CPU does not specifically propose demolition or substantial alteration of a resource or ground disturbing activities such as grading or excavation, it can be assumed that future development consistent with the goals and policies of the proposed CPU has the potential to result in significant direct and/or indirect impacts to historical resources.

The Historic Preservation Element of the CPU includes specific policies addressing the history and historic resources unique to the proposed CPU area in order to encourage appreciation of the community's history and culture. These policies, along with the General Plan policies, provide a comprehensive historic preservation strategy. The two overarching goals in the Historic Preservation Element are to preserve significant historical resources and to encourage educational opportunities and incentives to support historic preservation. These are implemented within the proposed CPU area through the adoption of policies 10.1.1 through 10.1.8 related to overall preservation of historic resources; and 10.2.1 through 10.2.3, which addresses the benefits and need for education and incentivization for historic preservation.

Impacts to resources associated with the built environment may include substantial alteration, relocation, or demolition of historic buildings, structures, objects, landscapes,

and sites. The Barrio Logan Historical Resources Survey (prepared by BFSA in February 2011 and included as an appendix to the proposed CPU), which will be considered as part of the proposed CPU, includes a survey of 485 properties, of which the majority are residences; commercial buildings account for the second largest group of properties; industrial, institutional, and recreational are next, in that order. The survey documents the various styles of architecture found within the community, including Craftsman, Block, Colonial Revival, Folk Victorian, and Contemporary among the most commonly identified. Table 4.5-6 provides the breakdown of the properties surveyed by number identified, while Table 4.5-7 includes the architectural breakdown of those structures surveyed.

TABLE 4.5-6
PROPERTIES SURVEYED FOR PROPOSED CPU
TYPES OF USES IDENTIFIED

Property Type	Number Identified
Residential	312
Commercial	133
Industrial	35
Institutional	4
Recreational	1
Total	**485**

Source: Draft Barrio Logan CPU 2012.

TABLE 4.5-7
PROPERTIES SURVEYED FOR PROPOSED CPU
TYPES OF ARCHITECTURE IDENTIFIED

Architectural Style	Number Identified
Block	66
Colonial Revival	34
Contemporary	11
Craftsman	80
False-Front Commercial	5
Folk Victorian	44
Italianate	8
Minimal Traditional	15
Mission Revival	16
Queen Anne	11
Quonset Hut	6
Ranch	3
Second Empire	1
Spanish Eclectic	5
Streamline Moderne	18
Utilitarian	16
Undetermined	145
Total	**484**[1]

Source: Draft Barrio Logan CPU 2012.

[1] Chicano Park is not included in the architectural style listing.

The survey indicated that there are no areas of large concentrations of a single architectural style or concentration of a particular period of historical buildings. Also noted was that the majority of the residential and commercial structures have been altered from their historic state, which compromises the architectural integrity.

The survey is intended to be considered as part of the proposed CPU, and the associated CEQA review of significance of impacts is completed programmatically within this PEIR. The survey does contain information as to whether a site is listed or locally designated, recommendations for whether a structure could be listed or locally designated, and if further evaluation is warranted.

The data contained within the survey was broken down into two tables. Table 4.5-4 identifies potentially significant properties and those that may be determined potentially significant with additional research and evaluation under the City's Designation Criterion C and architectural integrity thresholds. Table 4.5-5 includes an additional group of properties that have the potential of being significant because they may meet the City's Designation Criterion A, and exemplify or reflect special events of the community. The locations of those properties contained in the two above-referenced tables are included in the survey.

The survey also includes information concerning significant historical resources within the plan area and provides the framework for the future identification, evaluation, and designation of historically significant resources in the proposed CPU area. The adoption of the survey and information contained within would not result in a significant impact under CEQA. However, due to the reconnaissance nature of the survey effort, it is not possible for all potential historic resources to be identified. Additionally, significant sites not visible from public streets were not identified due to survey limitations (City of San Diego 2011b). Therefore, there is the potential for significant impacts to prehistoric, historic, or architecturally significant buildings, structures, objects, or sites, through the future implementation of the proposed CPU. These significant impacts could be reduced through implementation of the recommendations in the Barrio Logan Historical Resources Survey. These recommendations include:

- Conduct additional research on buildings identified as potentially significant in the survey report to evaluate their eligibility for listing in the City of San Diego Historical Resources Register.
- Identify additional buildings that may have been missed during the survey.
- Commission a Mexican-American Cultural Landscape and Oral History Study.
- Conduct project-specific Native American consultation.

The recommendations in the Barrio Logan Historical Resources Survey have been brought forward into the Barrio Logan CPU as Historic Preservation Element and

developed more fully into specific policies. These policies are summarized in Table 4.5-3.

In regard to the recommendations to conduct further research on properties identified as potentially significant and to identify additional buildings that may have been missed, the historic context statement, evaluation criteria, and survey results will be referenced during the development review process of all properties 45 years old or older when determining the need for a site-specific historic study, as discussed in Section 4.5.1.2.c.

The survey also contains a recommendation for the preparation of a cultural landscape study and oral history to provide a complete understanding of the community's cultural history, and the "sense of place" that would not necessarily be evident through a review of the built environment.

With respect to archaeological sites, construction activities such as grading and excavation could result in significant impacts to those resources that may be located below the ground surface, in areas not previously disturbed. Most archaeological sites have some surface expression, and many have been found within inches of the ground surface. The likelihood of encountering archaeological resources is greatest on sites that have been minimally excavated in the past (e.g., undeveloped parcels, vacant lots, and lots containing surface parking; undeveloped areas around historic buildings; under buildings with post, pier, slab, or shallow wall foundations without basements; etc.). Previously excavated areas are generally considered to have a low potential for archaeological resources, since the soil containing the archaeological resources has been removed. In addition, building demolition and surface clearance could result in impacts to archaeological resources. However, under certain circumstances, further evaluation would be required when previously excavated and/or graded project sites are located within areas of known archaeological sensitivity (e.g., recorded sites, designated sites), or are identified as Traditional Cultural Properties. Therefore, there is the potential for future development under the proposed CPU to affect important archaeological sites and result in significant impacts. Implementation of the survey recommendation to conduct project-specific Native American consultation, which is current City practice, would aid in the identification and possible avoidance of significant archaeological and cultural resources. In addition, implementation of the mitigation measures identified in Section 4.5.3.3.b would further reduce adverse impacts to archaeological resources.

Qualified City staff conducted a focused archaeological record search within the Coastal Categorical Exclusion Area. The search identified five historic trash deposit sites within the Coastal Categorical Exclusion Area and one prehistoric site outside of the Coastal Categorical Exclusion Area to the south. Based upon the record search and the heavily developed nature of the Coastal Categorical Exclusion Area, the likelihood of encountering significant archaeological resources is minimal. For projects in the proposed Coastal Categorical Exclusion Area, further review and analysis of individual properties would not be conducted, as the proposed process for development projects

would be ministerial and exempt from CEQA (Section 15300.1). Additional buildings that may have been missed would not be reviewed for significance, and Native American consultation would not be required. Therefore, potential significant impacts could occur as a result of the adoption of the proposed Coastal Categorical Exclusion.

4.5.3.2 Significance of Impacts

The proposed CPU area includes known historic and prehistoric resources. Implementation of either Scenario 1 or Scenario 2 would facilitate future development that has the potential to significantly impact these resources.

4.5.3.3 Mitigation

Goals, policies, and recommendations enacted by the City, combined with the federal, state, and local regulations described above, provide a regulatory framework for developing project-level historical resources mitigation measures for future discretionary projects. All development projects with the potential to affect historic structures would be subject to site-specific review in accordance with the Regulations and Guidelines, through the discretionary process. For future projects under either Scenario 1 or Scenario 2 subject to discretionary review, historical resource evaluations would be required when new resources are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are relocated during a survey, and when previously recorded sites are not relocated during the survey and there is a likelihood that the resource still exists. Evaluations would not be required if the resource has been evaluated for CEQA significance or for NRHP eligibility within the last five years if there has been no change in the conditions which contributed to the determination of significance or eligibility. A property should be reevaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources. Once it has been determined that a historical resource is present and could be impacted as a result of project implementation, recommendations for mitigation consistent with the Guidelines must be adopted.

Included herein are mitigation guidelines that are currently applied to projects subject to discretionary approval that could result in impacts to historical resources. Future projects would be subject to site-specific measures in effect at the time the projects are processed.

a. Mitigation Guidelines for Historic Buildings and Structures

Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1 or Scenario 2, that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic

architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures can include, but are not limited to:

a. Preparing a historic resource management plan;

b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);

c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;

d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource;

e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and

For resources that have been determined eligible or have been designated under federal, state, or local criteria, and the potential exists for direct and/or indirect impacts associated with a future project proposing building alteration, demolition, restoration, or relocation, specific mitigation measures would be required at the project level for future projects under both Scenario 1 and Scenario 2.

b. Mitigation Guidelines for Archaeological Resources

Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1 or Scenario 2, that could directly affect an archaeological resource; the City shall require 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, but are not limited to, 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.

INITIAL DETERMINATION

The City's environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City's Historical Resources Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

STEP 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case by case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable.

STEP 2:

Once a historic resource has been identified, a significance determination must be made. Tribal representatives and/or Native American monitors must be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. 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. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. 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.

STEP 3:

Preferred mitigation for historic resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a RDDRP is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under CEQA Section 21083.2 shall not apply, and treatment in accordance with CEQA Guidelines Section 15162.4 and 21084.1 is required. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA

document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

STEP 4:

Historic resource reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing

the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

STEP 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36CFR79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

4.5.3.4 Significance after Mitigation

Under both Scenario 1 and Scenario 2, future development proposals implementing the proposed CPU will be required to incorporate feasible mitigation measures adopted in conjunction with the certification of this PEIR. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the program-level impact related to effects on a prehistoric or historic building, structure,

object, or site remains significant and unmitigable, even with adherence to the Mitigation Framework.

With respect to the Coastal Categorical Exclusion Area, the potential to encounter archeological resources is minimal. However, because unknown historical or archeological resources may exist and no further analysis of properties and no Native American consultation would be required, potential significant impacts may occur. Evaluations would not be required for future ministerial projects in the Coastal Categorical Exclusion Area, as this area would be exempt from CEQA and further environmental review. No feasible mitigation for potential significant impacts to historical or archaeological resources has been identified.

As stated above, because the degree of future impacts cannot be adequately known and no further environmental review is required, impacts would be significant and unmitigable.

4.5.4 Issue 2: Religious/Sacred Uses and Human Remains

Would implementation of the proposed CPU result in impacts to existing religious or sacred uses within the city or the disturbance of any human remains, including those interred outside formal cemeteries?

4.5.4.1 Impacts

There are no known religious or sacred uses within the proposed CPU or within the immediate vicinity of the project site. There are also no known human remains, including those interred outside formal cemeteries. However, there are many areas within the city where previously unknown prehistoric human remains have been uncovered during both archaeological investigations and grading activities. Therefore, the potential for encountering human remains during construction development activities is possible, and impacts to human remains as a result of implementation of either Scenario 1 or Scenario 2 may occur. This would be considered a significant impact under CEQA.

4.5.4.2 Significance of Impacts

Grading for future development under either Scenario 1 or Scenario 2 has the potential to result in significant impacts to unknown human remains. While it is not expected that human remains would be disturbed as a result of either Scenario 1 or Scenario 2, there remains the potential for human remains to be present. In the unlikely event of the discovery of human remains during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98), State Health and Safety Code (Section 7050.5), and described above shall be undertaken.

With respect to the proposed Coastal Categorical Exclusion Area, the ministerial process would still require compliance with procedures set forth in the California Public Resources Code (Section 5097.98), State Health and Safety Code (Section 7050.5). Therefore, the significance determination summarized above would apply.

Under both Scenario 1 and Scenario 2, future development proposals implementing the proposed CPU would be required to incorporate feasible mitigation measures adopted in conjunction with the certification of this PEIR. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the program-level impact related to effects on human remains would be significant and unmitigable.

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4.6 Visual Effects and Neighborhood Character

This section describes prominent skyline and urban features as they relate to neighborhood character and visual resources and analyzes the potential project impacts to community visual character if either Scenario 1 or Scenario 2 land use plan were to be implemented. The visual aspects of the proposed CPU, including height, bulk, and scale, and architectural and landscape design, are assessed for compatibility with existing and planned patterns of development in the surrounding area. In addition, the project's consistency is assessed with relevant design regulations, including the currently adopted General Plan and Barrio Logan/Harbor 101 Community Plan elements, as well as the LDC.

4.6.1 Existing Conditions

4.6.1.1 Applicable Design Regulations

Several existing design guidelines and development regulations provide pertinent visual quality and neighborhood character criteria for development in the proposed CPU area. The General Plan outlines important guidelines for village-type development, while the BLPDO contained within the City's LDC includes limitations on height and bulk.

a. General Plan

The General Plan includes citywide design goals and policies regarding visual elements that complement the goals for pedestrian-oriented and walkable villages from the City of Villages strategy. A village environment includes high-quality public spaces, civic architecture, and the enhancement of visual quality of all types of development.

The Urban Design Element establishes a set of design principles from which future physical design decisions can be based. Policies call for respecting San Diego's natural topography and distinctive neighborhoods, providing public art, and encouraging the development of walkable, transit-oriented communities.

In its introduction, the Urban Design Element of the General Plan states:

> As the availability of vacant land becomes more limited, designing infill development and redevelopment that builds upon our existing communities becomes increasingly important. A compact, efficient, and environmentally sensitive pattern of development becomes increasingly important as the City continues to grow. In addition, future development should accommodate and support existing and planned transit service (City of San Diego 2008a).

The Urban Design Element policies relevant to planning at the community plan level involve architectural and landscape elements, as well as the design of transit, parking, and residential. Key policies are included in Table 4.6-1. As part of community planning, this element also contains policies related to public spaces and cultural amenities that contribute to the character of each neighborhood (Table 4.6-2).

b. Land Development Code

Barrio Logan Planned District Ordinance

As described in Section 4.1.1.2.d of this PEIR, the BLPDO contains regulations for the sub-districts. Included in the BLPDO are height restrictions to ensure the appropriate scale of development within specific areas of the proposed CPU area (see Figure 4.1-4, Existing Zoning, for location of subdistrict boundaries). For Subdistricts A, B, and D, building heights are limited to 35 feet. Within Subdistrict C, building heights are restricted to 25 feet in the front portion of the lot, but may increase to 35 feet in the back of the lot. For the Redevelopment Subdistrict, there are more extensive design criteria for setback requirements and pedestrian-orientation. Building heights in this area must conform to Section 113.0270 of the SDMC.

The BLPDO also includes general provisions for the entire proposed CPU area that include screening of equipment and use of uniform building materials for fences or walls that are visible from the street.

c. Barrio Logan/Harbor 101 Community Plan

The visual quality is summarized in the existing Community Plan as follows:

> The visual quality of the Barrio Logan community is marked by a number of visual barriers and a lack of major vista points. Because the natural landform is a low-lying coastal plain of less than 60 feet in elevation, the community's views are easily dominated by any large structure. The community boundaries are clearly demarcated by I-5 on the east. The elevated portions of the freeways provide continuous views of the community. San Diego Bay is the dominating feature but its presence is generally obscured at ground level due to the industrial development in the tidelands area under the jurisdiction of the San Diego Unified Port District (City of San Diego 1991a).

TABLE 4.6-1
GENERAL PLAN URBAN DESIGN ELEMENT POLICIES RELATED TO VILLAGE DEVELOPMENT AND COMMUNITY CHARACTER

Policy	Description
UD-A.5	Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context. a. Relate architecture to San Diego's unique climate and topography. b. Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials in proximity to commercial areas and residential neighborhoods that have a well established, distinctive character. c. Provide architectural features that establish and define a building's appeal and enhance the neighborhood character. d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence. e. Provide architectural interest to discourage the appearance of blank walls for development. This would include not only building walls, but fencing bordering the pedestrian network, where some form of architectural variation should be provided to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height or texture to provide visual interest. f. Design building wall planes to have shadow relief, where pop-outs, offsetting planes, overhangs and recessed doorways are used to provide visual interest at the pedestrian level. g. Design rear elevations of buildings to be as well-detailed and visually interesting as the front elevation, if they will be visible from a public right-of-way or accessible public place or street. h. Acknowledge the positive aspects of nearby existing buildings by incorporating compatible features in new developments. i. Maximize natural ventilation, sunlight, and views. j. Provide convenient, safe, well-marked, and attractive pedestrian connections from the public street to building entrances. k. Design roofs to be visually appealing when visible from public vantage points and public rights-of-way.
UD-A.7	Respect the context of historic streets, landmarks, and areas that give a community a sense of place or history. A survey may be done to identify "conservation areas" that retain original community character in sufficient quantity and quality but typically do not meet designation criteria as an individual historical resource or as a contributor to a historical district. a. Create guidelines in community plans to be used for new development, so that a neighborhood's historic character is complemented within the conservation areas where appropriate (see also Historical Preservation Element, Policy HP-A.2). b. Review the redevelopment of property within conservation areas to maintain important aspects of the surviving community character that have been identified as characteristics of a neighborhood that could be preserved.

TABLE 4.6-1
GENERAL PLAN URBAN DESIGN ELEMENT POLICIES RELATED TO VILLAGE DEVELOPMENT AND COMMUNITY CHARACTER
(Continued)

Policy	Description
UD-B.1	Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility. a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development. b. Design new construction to respect the pedestrian orientation of neighborhoods. c. Provide innovative designs for a variety of housing types to meet the needs of the population.
UD-B.5	Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity. a. Design or retrofit street systems to achieve high levels of connectivity within the neighborhood street network that link individual subdivisions/projects to each other and the community. b. Avoid closed loop subdivisions and extensive cul-de-sac systems, except where the street layout is dictated by the topography or the need to avoid sensitive environmental resources. c. Design open ended cul-de-sacs to accommodate visibility and pedestrian connectivity, when development of cul-de-sacs is necessary. d. Emphasize the provision of high quality pedestrian and bikeway connections to transit stops/stations, village centers, and local schools. e. Design new streets and consider traffic calming where necessary, to reduce neighborhood speeding (see also Mobility Element, Policy ME-C.5). f. Enhance community gateways to demonstrate neighborhood pride and delineate boundaries. g. Clarify neighborhood roadway intersections through the use of special paving and landscape. h. Develop a hierarchy of walkways that delineate village pathways and link to regional trails. i. Discourage use of walls, gates and other barriers that separate residential neighborhoods from the surrounding community and commercial areas.
UD-B.6	Utilize alleys to provide improved and alternative pedestrian access to sites. This would include consideration of a promenade or paseo design for alleys with enhanced landscaping, and residential units or uses that face the alleys to activate them as alternative pedestrian streets. This could provide an alternative function for alleys that is non-vehicular, but still provides linkages to other sites and uses and adds to a neighborhood's connectivity.
UD-C.2	Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian

TABLE 4.6-1
GENERAL PLAN URBAN DESIGN ELEMENT POLICIES RELATED TO VILLAGE DEVELOPMENT AND COMMUNITY CHARACTER
(Continued)

Policy	Description
	access points.
UD-C.3	Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development. a. Encourage distinctive architectural features to differentiate residential, commercial and mixed-use buildings and promote a sense of identity to village centers.
UD-C.5	Design village centers as civic focal points for public gatherings with public spaces (see also UD-C.1 for village center public space requirements and UD-E.1 for the design of public spaces). a. Establish build-to lines to frame and define village center public space and pedestrian streets. b. Ensure public spaces are easily accessible and open to the public. The mechanisms used to provide the public space will vary as appropriate and could include, but are not limited to: land dedications, joint use agreements, and public access easements. Public space areas may include reasonable hours of use restrictions, demarcation of private and publicly accessible areas, and other signage to communicate public access rights, responsibilities, and limitations. c. Encourage provision of public space in the earliest possible phase of development, as determined by the public's ability to use and access the space.

TABLE 4.6-2
GENERAL PLAN URBAN DESIGN ELEMENT POLICIES RELATED TO PUBLIC AREAS AND CULTURAL AMENITIES

Policy	Description
UD-A.8	Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits. a. Maximize the planting of new trees, street trees and other plants for their shading, air quality, and livability benefits (see also Conservation Element, Policies CE-A.11, CE-A.12, and Section J). b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available. c. Use landscape to support storm water management goals for filtration, percolation and control erosion d. Use landscape to provide unique identities within neighborhoods, villages and other developed areas. e. Landscape materials and design should complement and build upon the existing character of the neighborhood. f. Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience. g. Establish or maintain tree-lined residential and commercial streets. Neighborhoods and commercial corridors in the City that contain tree-lined streets present a streetscape that creates a distinctive character. 1. Identify and plant trees that complement and expand on the surrounding street tree fabric. 2. Unify communities by using street trees to link residential areas. 3. Locate street trees in a manner that does not obstruct ground illumination from streetlights. h. Shade paved areas, especially parking lots. i. Demarcate public, semi-public/private, and private spaces clearly through the use of landscape, walls, fences, gates, pavement treatment, signs, and other methods to denote boundaries and/or buffers. j. Use landscaped walkways to direct people to proper entrances and away from private areas. k. Reduce barriers to views or light by selecting appropriate tree types, pruning thick hedges, and large overhanging tree canopies. l. Utilize landscape adjacent to natural features to soften the visual appearance of a development and provide a natural buffer between the development and open space areas.

TABLE 4.6-2
GENERAL PLAN URBAN DESIGN ELEMENT POLICIESRELATED TO
PUBLIC AREAS AND CULTURAL AMENITIES
(Continued)

Policy	Description
UD-B.1	Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility. a. Integrate new construction with the existing fabric and scale of development in surrounding neighborhoods. Taller or denser development is not necessarily inconsistent with older, lower-density neighborhoods but must be designed with sensitivity to existing development. For example, new development should not cast shadows or create wind tunnels that will significantly impact existing development and should not restrict vehicular or pedestrian movements from existing development. b. Design new construction to respect the pedestrian orientation of neighborhoods. c. Provide innovative designs for a variety of housing types to meet the needs of the population.
UD-B.8	Provide useable open space for play, recreation, and social or cultural activities in multifamily as well as single family projects. a. Design attractive recreational facilities, common facilities, and open space that can be easily accessed by everyone in the development it serves. b. Design outdoor space as “outdoor rooms” and avoid undifferentiated, empty spaces. c. Locate small parks and play areas in central accessible locations.
UD-E.1	Include public plazas, squares or other gathering spaces in each neighborhood and village center (see also UD-C.1 and UD-C.5 for additional public space requirements in village centers, and UD-F.3 for policy direction on public art and cultural activities in public spaces). a. Locate public spaces in prominent, recognizable, and accessible locations. b. Design outdoor open areas as “outdoor rooms,” developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures. c. Develop each public space with a unique character, specific to its site and use. d. Design public spaces to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits. e. Consider artistic, cultural, and social activities unique to the neighborhood and designed for varying age groups that can be incorporated into the space. f. Use landscape, hardscape, and public art to improve the quality of public spaces. g. Encourage the active management and programming of public spaces. h. Design outdoor spaces to allow for both shade and the penetration of sunlight. i. Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space. j. Address maintenance and programming.
UD-F.1	Integrate public art and cultural amenities that respond to the nature and context of their surroundings. Consider the unique qualities of the community and the special character of the area in the development of public art and programming for cultural amenities.

TABLE 4.6-2
GENERAL PLAN URBAN DESIGN ELEMENT POLICIESRELATED TO
PUBLIC AREAS AND CULTURAL AMENITIES
(Continued)

Policy	Description
	a. Use arts and culture to strengthen the sense of identity of the Neighborhood and Urban Village Centers of each community. b. Use public art and cultural amenities to improve the design and public support for public infrastructure projects. c. Reinforce community pride and identity by encouraging artworks and cultural amenities that celebrate the unique cultural, ethnic, historical, or other attributes of each unique neighborhood. d. Use public art and cultural amenities as a means to assist in implementation of community-specific goals and policies. e. Use public art and cultural amenities as community landmarks, encouraging public gathering and wayfinding. f. Encourage involvement of recognized community planning groups and other community stakeholders in the decision-making process regarding public art and cultural amenities.
UD-F.3	Enhance the urban environment by animating the City's public spaces. a. Utilize public are and cultural amenities such as festivals to create vibrant and distinctive public squares, plazas, parks, and other public gathering spaces. b. Ensure that public artworks respond to the nature of their surroundings both physically and conceptually. c. Encourage the use of public art in highly visible places as a directional assistance that can be used to delineate access routes and entrance points. d. In high foot traffic areas, use pedestrian-oriented art interventions to enhance the pedestrian experience. e. Highlight points of interest throughout the City through the use of artwork and cultural amenities. f. Encourage artworks and activities that animate public spaces and energize the cityscape. g. Encourage temporary public artworks to create a dynamic changing and engaging environment. h. Encourage artist-designed infrastructure improvements within communities such as utility boxes, street-end bollards, lampposts, and street furniture. i. Encourage incorporation of vandal-resistant and easily repairable materials in art to reduce maintenance requirements. j. Encourage the programming of changing exhibits and public uses through active management and programming of public spaces. k. Encourage a range of activities, easy access, a clean and attractive environment, and a space for people to socialize in order to attract legitimate users and thereby discourage improper behavior. l. Provide front porches, parks, plazas, and other outside public spaces for residents to socialize.

Based on the existing character and view potential, the existing Community Plan makes several recommendations related to urban design. These recommendations include limiting heights along I-5 and Main Street and in the waterfront area, and rehabilitating and improving landscaping, especially in the area of Las Chollas Creek. Opening up of street corridors to frame views of the bay along all major streets, including views looking southwest from Sigsbee Street, Cesar E. Chavez Parkway, and Sampson Street, and views looking south from 26th Street, 28th Street, and 32nd Street, are also recommended.

The enhancement of view corridors within the Community Plan area and into neighboring communities, including views to downtown from Harbor Drive looking northwest and from Logan Avenue and National Avenue looking northwest, are identified in the adopted Community Plan.

d. Coastal Overlay Zone

The proposed CPU area is entirely within the Coastal Overlay Zone (see Figure 4.1-5). Generally, development within the Coastal Overlay Zone would require a Coastal Development Permit. Section 126.0704 of the LDC exempts certain projects from the regulations, such as repairs or improvements to structures not within a coastal bluff edge or wetland, public utilities, etc. The Coastal Height Limit Overlay Zone limits new buildings or additions to existing structures within the Coastal Overlay Zone to a 30-foot height limit. Although the proposed CPU area is within the Coastal Overlay Zone, according to Section 132.0505(b)(3) of the LDC, existing and new development within the Community Plan area is currently exempt from the 30-foot height restrictions for this zone to allow development consistent with the BLPDO.

4.6.1.2 Existing Visual Landscape

a. Landform

The proposed CPU area is characterized by a gently sloping topography, ranging in elevation from a high of approximately 70 feet AMSL in the northeastern portion of the proposed CPU area near I-5 to a low of approximately 10 feet AMSL in the western portion near Harbor Drive. The existing plan recommends that new development be designed to reinforce the topographic differential between the bay water's edge and the uplands which would naturally establish a tiered development where height control measures could be used to physically reinforce the topographic feature, and at the same time obtain the desirable views to the bay and adjacent communities. In addition, the current plan recommends height limitation areas for the following three areas: the waterfront area to the 20-foot topographic line, the 20- and 40-foot topographic lines, and for the area generally east of the 40-foot topographic line as shown in the views and topography map (Figure 4.6-1).

Map Source: City of San Diego, 2011

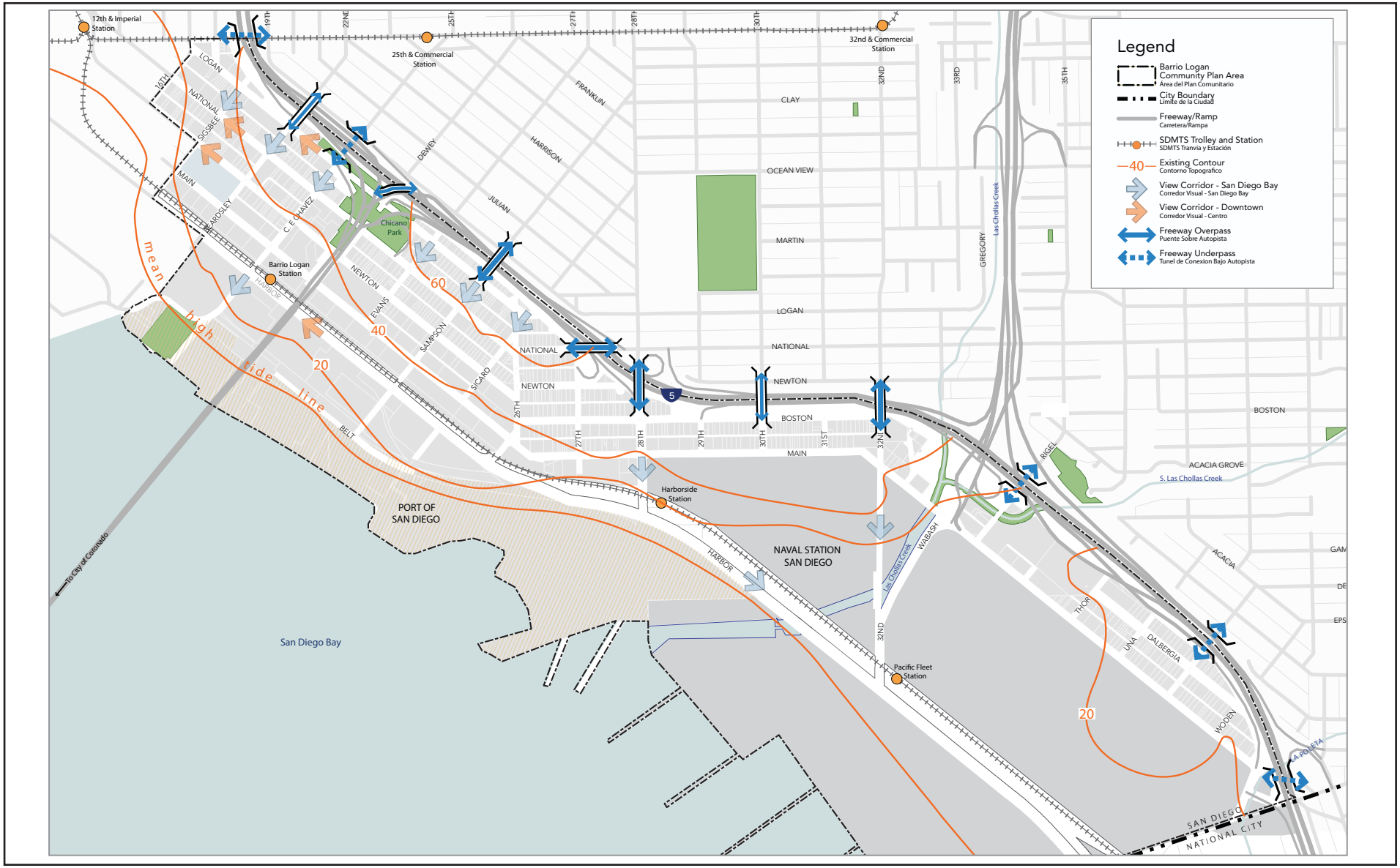

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FIGURE 4.6-1

Views and Topography

b. Scenic Resources

The proposed CPU area's built and natural visual resources are influenced by its proximity to the bay and shoreline uses, I-5, the San Diego-Coronado Bridge, and neighboring communities, including downtown San Diego. Figures 4.6-2a-b and 4.6-3a-b show representative views from several viewpoints within the proposed CPU area.

San Diego Bay

The San Diego Bay is an important visual resource for the proposed CPU area, and the Coastal Zone Element of the existing Community Plan emphasizes increasing public and visual access to San Diego Bay. Critical view corridors to the Bay as identified in the existing Community Plan are Sigsbee Street, Cesar E. Chavez Parkway, Sampson Street, 26th Street, 28th Street, and 32nd Street.

As shown in Figure 4.6-2b, current bayfront uses restrict views of the water and shore. Views of the bay are generally obscured due to the industrial development that runs continuously along the west side of Harbor Drive through the proposed CPU area. These industrial facilities are under the jurisdiction of the Port District and Naval Station San Diego.

Currently, the public's physical access to the shoreline for San Diego Bay is limited. The lack of adequate public access is due in part to the maritime and industrial land uses that occur along the shoreline. However, access to the waterfront and a public pier on San Diego Bay is provided at the end of Crosby Street.

Landmarks and Gateways

The western area along the San Diego Bay was converted from a marsh area into a harbor with piers and docks to support marine and naval operations; however, the main visual landmarks for the community are Chicano Park, the San Diego-Coronado Bridge, and the downtown skyline. The Barrio Logan/Harbor 101 Community Plan does not identify any landmarks within the Community Plan area.

Chicano Park

Designated in 1980 as a local historical site, Chicano Park is located on approximately eight acres between Logan and National Avenues and contains dozens of painted murals located on pylons supporting the San Diego-Coronado Bridge. The existing Community Plan identifies the neighborhood park as "a major community activity center that is a positive visual landmark because of the brilliantly colored murals depicting themes from the Mexican-American cultural experience that have been painted on the bridge's support columns" (City of San Diego 1991a). The park and surrounding urban development are reflective of the community's strong ethnic identification, which is

FIGURE 4.6-2a
Looking Towards San Diego Bay from Intersection of
Sicard Street and National Avenue

FIGURE 4.6-2b
Looking Towards San Diego Bay from Intersection of
South 26th Street and National Avenue

FIGURE 4.6-3a
Looking Towards Downtown San Diego from Harbor Drive

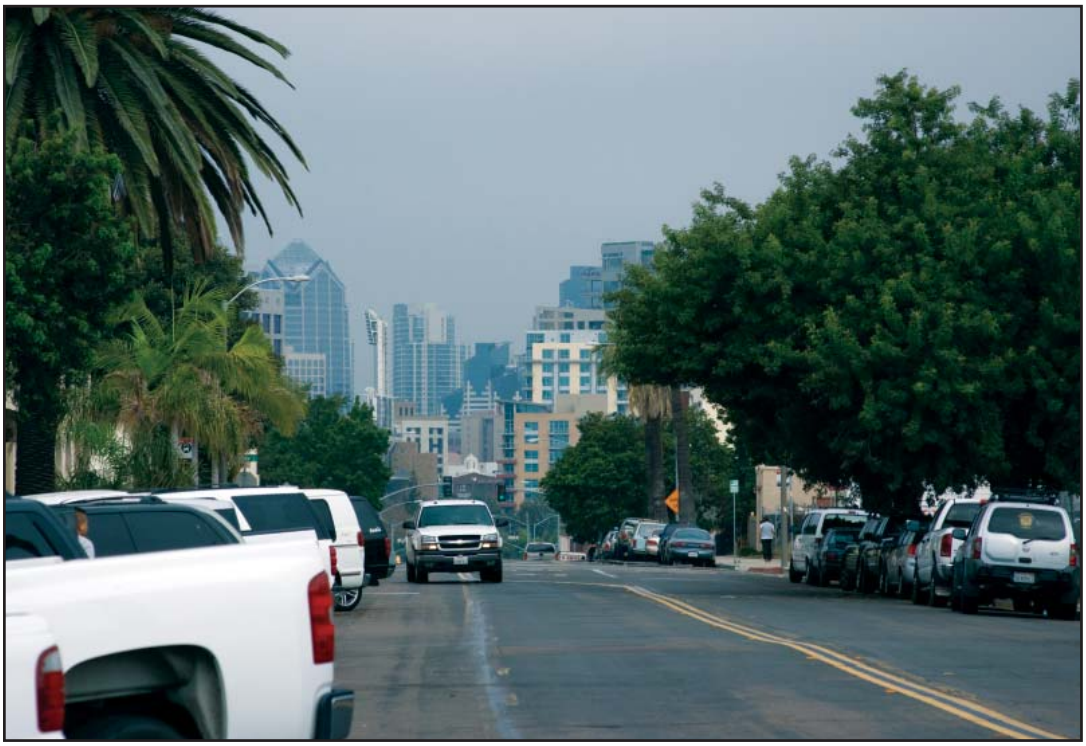


FIGURE 4.6-3b
Looking Towards Downtown San Diego from National Avenue

detailed within the Barrio Logan Historical Resources Survey, prepared by the City and BFSA and included as an attachment to the proposed CPU.

San Diego-Coronado Bridge

The San Diego-Coronado Bridge is a major landmark in the San Diego Bay and offers a location from which to obtain continuous views of the proposed CPU area. However, these views are restricted to auto traffic since the bridge does not provide pedestrian access. The bridge's support columns are major structural interruptions in the visual continuity of the community experienced at ground level (City of San Diego 1991a).

Public Art

Public art is an important component to the community and represents the culture and history of the neighborhood. As discussed above, Chicano Park is a focus of community activities including an ongoing effort to continue the painted murals that characterize the Barrio Logan neighborhood. While Chicano Park may be the most recognizable, examples of public art exist elsewhere in the proposed CPU area and include tile murals and sculptures. Murals are most prominent in the northern and central areas. There are several murals painted on industrial buildings lining Harbor Drive and Main Street. Recently, the Restaurant Depot project preserved the “Kelco Historical Community Mural”, which was completed in 1993 by Chicano movement artist Salvador Torres, on the warehouse at 1905-1965 E. Harbor Drive. Additionally, murals are located on retaining walls and adjacent buildings near Perkins Elementary School at the intersection of Sigsbee Street and Newton Avenue, as well as some that are incorporated into newer residential development along 16th Street and Logan Avenue and on commercial buildings near Chicano Park.

Las Chollas Creek

Las Chollas Creek is an open flood channel which lies on the north side of SR-15 and bisects the lower one-third of the community in the vicinity of 32nd Street before emptying into San Diego Bay. The portion of Las Chollas Creek within the proposed CPU area is characterized as an urban creek, as much of it is channelized and lacking vegetation. The City has implemented a restoration program which calls for segments of the concrete channel to be replaced with natural vegetation and landscaped buffers. Much of the creek is not visible from the community due to the parking lots to the north, and by the presence of naval property on both sides of the creek south of Main Street that restricts access west of Main Street to the bay. From the Main Street crossing of Las Chollas Creek there is a narrow open view down the flood channel, but because the creek bends to the north, a bay view is not available (City of San Diego 1991a).

c. Public Views

The Barrio Logan/Harbor 101 Community Plan includes a figure of major vista points for the San Diego Bay Tidelands. This has been replicated as Figure 4.6-4 in this PEIR. The major vista points include vistas of the bay, as well as vistas from the bay. Of all the views of and from the bay, there is only one major viewpoint within the proposed CPU area. This view is located in the southern portion of the proposed CPU area west of I-5 and south of SR-15 (see map label C-8 on Figure 4.6-4). This view to the bay is partially obstructed by equipment and ships at the NASSCO shipyard.

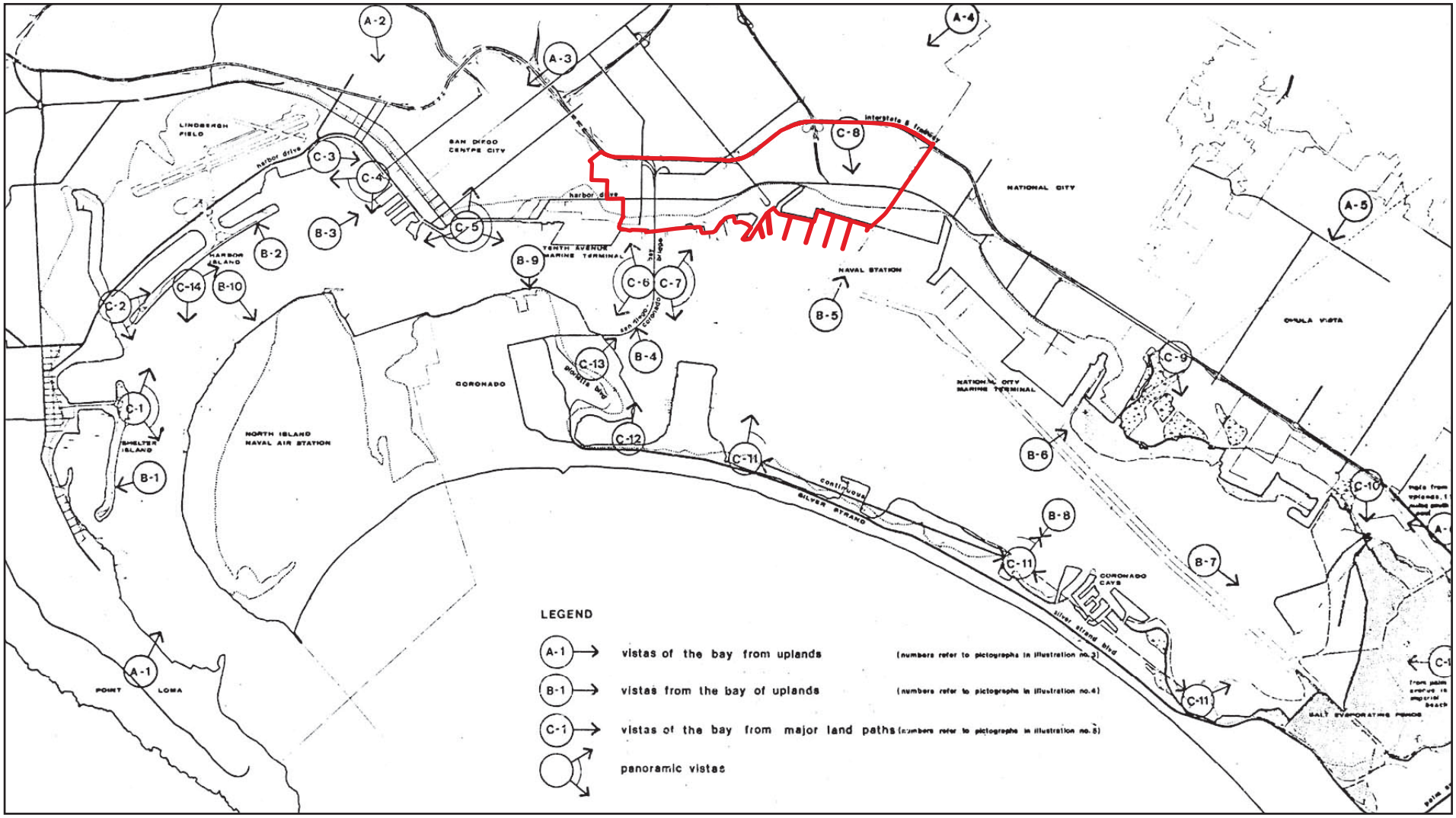
Figure 4.6-4 also shows the locations of linear views into, and through, the proposed CPU area. These include:

- a view looking west toward the bay from Logan Heights over the northern portion of the proposed CPU area (see map label A-4);
- a view looking east from the bay of the waterfront in the southern portion of the proposed CPU area west of Naval Station San Diego (see map label B-5);
- a panoramic view looking east and southeast from the San Diego-Coronado Bridge at the waterfront area in the central and southern portion of the proposed CPU area (see map label C-7);
- a panoramic view looking northeast from the San Diego-Coronado Bridge at the waterfront area in the northern portion of the proposed CPU area (see map label C-6); and
- a view looking east from Coronado/Silver Strand area toward the waterfront area in the central portion of the proposed CPU area (see map label C-11).

There are no officially designated landmarks within the proposed CPU area; however, the San Diego-Coronado Bridge, which crosses over the proposed CPU area, is a major landmark. The massive support columns for the bridge are dominant visual elements from off-site locations and in the ground-level views along Main Street near Dewey Street and Cesar E. Chavez Parkway.

The northbound and southbound lanes of I-5 provide narrow views that open up into broad views where the highway meets SR-15 near Las Chollas Creek. Other broad views within the proposed CPU area include Harbor Drive near 28th Street looking north and east and Harbor Drive near the border with National City also looking north and east. There is a narrow view identified on Harbor Drive looking west at the mouth of Las Chollas Creek.

Map Source: Ciy of San Diego, Barrio Logan/Habor 101 Community Plan, 1991



No Scale

Barrio Logan CPU Area

FIGURE 4.6-4
Major Vista Points

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The visual analysis also identifies a series of visual barriers along the length of Harbor Drive throughout the proposed CPU area. According to the existing Community Plan, "these barriers generally prevent visual access to the bay as well as into the community" (City of San Diego 1991a).

Figure 4.6-1 illustrates these additional view corridors:

- a view from National Avenue looking northwest to downtown;
- a view from Beardsley looking west to the Tenth Avenue Marine Terminal and San Diego Bay;
- a view from 26th Street near Newton Avenue looking south to the waterfront along San Diego Bay;
- a view from Harbor Drive looking northwest towards downtown and southwest towards the Naval Station and the Bay;
- views from Cesar E. Chavez Parkway and Sampson Street looking southwest to the San Diego Bay; and
- views from 28th and 32nd Streets looking south at the Naval Station San Diego.

d. Community Character

The community started out as a waterfront neighborhood with residential and local businesses. According to the Barrio Logan Historical Resources Survey, which is included as an appendix to the proposed CPU, "the massive investment in shipbuilding and Navy operations continued to dramatically alter the character of the community during and after World War II." Rezoning then facilitated the influx of heavy industrial and commercial uses. In the years that followed, the construction of I-5 and the San Diego-Coronado Bridge also changed the neighborhood. The survey report continues: "However, it is the distribution and pattern of these existing land uses that distinguish Barrio Logan and define its distinctive character."

The proposed CPU area started out as a residential community that catered to fishing and lumber milling industries; however, following rezoning efforts in the 1960s, which intended to remove residential uses through regulatory means, portions of the proposed CPU area transitioned into industrial uses while some residential uses that preceded the rezoning efforts have remained. As a result, the neighborhood patterns are interrupted and surrounded by major infrastructure and industrial uses. The community supports governmental agencies and industrial and commercial uses, of which a substantial portion is related to the working waterfront and maritime industries. Although the majority of the industry is concentrated along the waterfront, industrial uses encroach into

neighborhood areas. This distribution and pattern of existing land uses distinguish and define its neighborhood character.

With respect to the residential development within the proposed CPU area, existing older residences are single-family, one- to two-story structures of wood construction on small lots. New residential construction consists of multi-family residential units. Commercial structures include storefront-type commercial services and boxy warehouse-type structures. Because of the current zoning in the community, there is no separation of major land uses, and most blocks contain both residences and heavy commercial and industrial uses, resulting in not only land use compatibility issues, but also visual conflicts.

4.6.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant visual effect and neighborhood impact would occur if implementation of the proposed CPU would:

1. Result in a substantial change in the topography or ground surface relief features of any areas of the proposed CPU area;

2. Allow development that is incompatible in shape, form, or intensity such that public views from designated open space areas, scenic highways, or to any significant visual landmarks or scenic vistas (e.g., mountains, bays, rivers, ocean) would be substantially blocked; or

3. Result in projects that would negatively and substantially alter the existing character of the neighborhood.

4.6.3 Issue 1: Landform Alteration

Would the proposed CPU result in a substantial change in the topography or ground surface relief features of any areas of the proposed CPU area?

4.6.3.1 Impacts

It is not anticipated that future development as allowed by the proposed CPU under either scenario would result in significant landform alteration. As discussed above, the proposed CPU area is generally flat, with elevations gradually rising from 10 feet AMSL along Harbor Drive to approximately 70 feet AMSL near I-5. While the proposed CPU would intensify uses under both Scenario 1 and Scenario 2 land use plans, particularly in the north end of the proposed CPU area, both project scenarios include the same Urban Design Policy 4.1.32, which states that new development should be stepped down in

height as it approaches the Bay to reinforce the city's natural topography and to enhance views to the Bay (Figure 4.6-1).

Because the proposed CPU is an adoption of a plan, development would occur in the future over an extended time period and specific grading quantities associated with future development are presently unknown. However, no mass grading is anticipated since the proposed CPU area is already nearly fully developed with urban uses. As future development proposals come forward pursuant to the CPU, they would be reviewed to determine whether the grading plans demonstrate compliance with the City's significance thresholds for grading or if excavation is required for alternative design features. Therefore, impacts to landform from future development would be less than significant.

A portion of the proposed CPU area is proposed for exclusion from the requirements of the Coastal Act of 1976. Approval of the proposed Coastal Categorical Exclusion would allow for all development projects within the Coastal Categorical Exclusion Area boundaries (see Figure 3-6) to be processed ministerially, and therefore exempt under CEQA (Section 15300.1). Projects in this area would be required to comply with the LDC. As stated above, the topography of the proposed CPU, including the proposed Coastal Categorical Exclusion Area, is relatively flat, and mass grading resulting in a change in landform is not expected to occur. Therefore, impacts from future development receiving the Coastal Categorical Exclusion would be less than significant.

4.6.3.2 Significance of Impacts

Implementation of the goals and policies contained in the proposed CPU and the associated land use plan scenarios (Scenario 1 and Scenario 2) are not anticipated to result in significant landform alteration impacts. Implementation of Policy 4.1.32 promotes a step down in heights of future buildings as they approach the bay to reinforce the city's natural topography and to enhance views to the San Diego Bay. In addition, future development would be evaluated to ensure compliance with the City's grading ordinance and significance thresholds related to grading quantities. With respect to projects proposed within the Coastal Categorical Exclusion Area, individual project compliance with the LDC would be required. Therefore, impacts would be less than significant, and no mitigation would be required.

4.6.4 Issue 2: Public Views

Would the proposed CPU allow development that is incompatible in shape, form, or intensity such that public views from designated open space areas, scenic highways or to any significant visual landmarks or scenic vistas (e.g., mountains, bays, rivers, ocean) would be substantially blocked?

4.6.4.1 Impacts

Due to its proximity to downtown and the San Diego Bay, the proposed CPU states that there are several opportunities to maximize public views within the proposed CPU area, "which in the past have not been conscientiously developed." It is the intent of the proposed CPU to preserve and enhance public views within the proposed CPU area, and reduce or eliminate existing land use conflicts that affect public views.

As with the existing Community Plan, the proposed Urban Design Element (Policies 4.1.35 through 4.1.38) and Conservation Element (Policies 8.2.30 through 8.2.35) of the proposed CPU identify the following critical view corridors within the proposed CPU area: Harbor Drive, Newton, National, and Logan are critical view corridors towards downtown and Sigsbee Street, Cesar E. Chavez Parkway, Sampson Street, 26th Street, 28th Street, and 32nd Street towards San Diego Bay (see Figure 4.6-1). Further, the Land Use Element of the proposed CPU has identified the enhancement of the view corridor to the bay from Cesar E. Chavez Parkway as a "primary recommendation" of the plan because this roadway is designated as the proposed CPU area's ceremonial street (Policy 2.7.1).

The Urban Design Element of the proposed CPU also contains policies intended to reflect the development patterns, including the scale and character of the community, while allowing for new growth. Policies such as 4.1.1 through 4.1.9 provide recommendations for design that would improve public views of immediately adjacent development along the plan area roadways, and Policy 4.1.10 identifies the need to locate utilities and equipment out of view of the public through either screening, roof mounting or undergrounding. General building height policies are proposed that recommend vertical and horizontal relief for multi-story buildings to protect existing views (Policies 4.1.31 through 4.1.34). The intensification of urban uses, or activities that impact components of the physical environment, can result in changes on citywide visual resources. Adoption of Scenario 1 or Scenario 2 could result in changes to public views through the designation of land use types and associated zoning that would result in an overall intensification and increase in residential density, and would generally increase allowable building heights within the proposed CPU area.

The proposed CPU designates a Community Village in the north end of the proposed CPU area which is bounded roughly by Evans Street to the south, Main Street to the west, South 16th Street to the north, and Logan Street to the east. The maximum allowable building heights for residential in this area would be increased from 50 feet to 60 feet (see Figures 3-3 and 3-4) in the CN-1-4 zone and would be reduced from 50 feet to 40 feet in the RM-3-7 zone. However, in an effort to enhance and emphasize the public view corridors along National Avenue, Newton Avenue, and Logan Avenue northwest of the San Diego-Coronado Bridge, setbacks of 5 to 10 feet are required (Policy 2.7.6). It is possible that future development under the plan could further obstruct public views of the bay and downtown San Diego in this area compared to

existing conditions; however, linear public view corridors would be improved along the major roadways as noted above.

Within the Historic Core Area (refer to Figure 3-5), policies to discourage parcel consolidation (Policy 2.7.9) and maintain smaller-scale infill development (Policy 2.7.10) are included to maintain the general visual and aesthetic experience of this area. Both the Neighborhood Commercial (CN-1-3) designated along Main Street under Scenario 1, and the Maritime-Oriented Commercial (CC-5-4) and Neighborhood Commercial (CN-1-3) under Scenario 2, would have a maximum building height of 30 feet, which is consistent with the existing height limit of 35 feet under the BLPDO. Therefore, the proposed CPU for either scenario would not have a significant effect on existing public views, but rather would likely enhance such views as individual development projects are proposed and constructed in this area.

Similarly, within the Transition Area (see Figure 3-5), the Community Commercial (CC-3-4) proposed under Scenario 1 and the Maritime-Oriented Commercial (CC-5-4) proposed under Scenario 2 would have a maximum height of 30 feet, which is consistent with existing height limits in this area. It should be noted that Scenario 2 does include an area of Office Commercial (CO-2-1) at the north end, south of Evans Avenue, between Main Street and Harbor Drive that would have a maximum height limit of 45 feet. However, this designation would be a continuation of the same designation from the north, within the Community Village, which already has a minimum height limit of 45 feet. Furthermore, Evans Avenue does not extend westward to Harbor Drive, and therefore does not provide a public view corridor like those found on roadways that extend from I-5 to Harbor Drive.

For the area between 28th Street and 32nd Street west of I-5 (Boston Avenue and Main Street Area, see Figures 3-5, 3-9a, and 3-9b), under both Scenario 1 and Scenario 2, the maximum remains the same at 30 feet, with the exception of parcels at the northern end, which are designated Community Commercial with a 45 foot maximum height limit (CC-2-3). These properties are contiguous to properties within the Transition Area that also have a 45 foot maximum. Existing public views of the bay from these areas are currently obstructed by high-rise development and military industrial uses within Naval Station San Diego to the southwest.

The most southern portion of the plan area, Prime Industrial Area (see Figure 3-5), is designated a combination of Community Commercial in the northern portion (CC-5-7 and CC-3-4) and Industrial in the remainder under Scenario 1 (Figure 3-10a), and primarily Industrial under Scenario 2 (with a small property as Community Commercial CC-3-4, Figure 3-10b). The Community Commercial has a height limit of 30 feet, which is consistent with existing height limit of 35 feet under the BLPDO. The Industrial designation does not have a height limit associated with the zoning, but rather is limited by the Coastal Overlay Zone. Therefore, the zoning and potential building heights would not affect existing public views within the Prime Industrial Area. Furthermore, similar to

the Boston Avenue and Main Street Area, the views from this area are currently obstructed by Naval Station San Diego uses and development.

It is the intent of the proposed CPU to improve public views within the proposed CPU area. Additionally, development regulations contained in the LDC, such as setbacks, landscape screening, and other measures, would serve to avoid or reduce impacts to public views from future development, and generally enhance and emphasize those views along roadway corridors. As detailed above, the Land Use, Urban Design, and Conservation Elements of the proposed CPU contain policies to avoid or reduce impacts to public views within the community as future development projects are proposed. Therefore, impacts would be less than significant.

With respect to the proposed Coastal Categorical Exclusion included as part of the proposed CPU, approval would require that all development projects proposed within the Coastal Categorical Exclusion Area boundaries (see Figure 3-6) be consistent with the land use designations set forth in the proposed CPU, and comply with development regulations of the LDC. The consistency with the applicable policies and development regulations would serve to avoid or reduce impacts to public views, and generally enhance and emphasize those views. Therefore, impacts associated with future projects within the Coastal Categorical Exclusion Area would be less than significant.

4.6.4.2 Significance of Impacts

Given the existing visibility conditions and the policies proposed to improve views within the community, the proposed CPU would not substantially alter or block public views from critical view corridors, designated open space areas, public roads, or public parks. Furthermore, the land use plans as proposed under Scenario 1 or Scenario 2 would not significantly change the maximum height allowed within the area, with the exception of the Community Village. While some use types would result in greater maximum height limits, the policies of the proposed CPU and associated zoning would enhance public view corridors through use of setbacks and design improvements along major roadways within the plan area. With respect to the proposed Coastal Categorical Exclusion, individual project compliance with the LDC, including height limitations and setback requirements, would be similarly required. Therefore, public view impacts would be less than significant, and no mitigation would be required.

4.6.5 Issue 3: Neighborhood Character

Would the proposed CPU result in projects that would negatively and substantially alter the existing character of the neighborhood?

4.6.5.1 Impacts

As discussed above, the current makeup of the proposed CPU area includes areas with a mix of land uses that have been allowed to develop under the previous plan, some of which are considered incompatible with adjacent sensitive uses. As such, residential use areas may currently be divided by industrial and commercial uses. The proposed CPU under either scenario would, over time, improve land use compatibility and reduce some negative visual effects associated with existing areas exhibiting a disorganized land use pattern. Buffers or transitional uses would be established through future development, separating sensitive residential areas from industrial use areas as compared to what is currently allowed under the existing Community Plan, thereby improving overall community character. Bulk and scale also play a key role in defining the proposed CPU's design and is addressed below for each neighborhood area.

As shown in Figure 3-5, the proposed CPU area has been divided into five specific neighborhood areas that include the Community Village Area, Historic Core Area, Transition Area, Boston Avenue and Main Street Area, and Prime Industrial Area. The proposed CPU contains specific policies for each of the neighborhood areas based on the characteristics of the built environment and the existing and desired land use pattern under both Scenario 1 and Scenario 2 which address neighborhood character. These goals and policies are discussed in more detail in Chapter 3, Project Description, and Section 4.1, Land Use, of this PEIR.

a. Community Village

Consistent with the General Plan's City of Villages Strategy, the proposed CPU designates a Community Village in the northern portion of the proposed CPU area, close to the San Diego Convention Center, Centre City East Village, the Ballpark, several forms of transportation, and the San Diego Bay. The community village concept draws upon the character and strength of the proposed CPU area's setting, commercial centers, institutions, and employment centers (see Figure 3-7). As reflected in the proposed CPU Community Village Policies 2.7.4 and 2.7.5, this area is planned to be a pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, connections, and land uses that are influenced by Latino culture as detailed in the Barrio Logan Historical Resources Survey, which is included as an appendix to the proposed CPU. It is envisioned that streets and walkways will be designed to meet the needs of the pedestrian first and that buildings will be designed to reflect human scale. The proposed CPU Walkability Policies, included within the Mobility Element, emphasize the need to support and promote sidewalk and intersection improvements and public spaces along Cesar E. Chavez Parkway (Policies 3.1.1 and 3.1.7) and provide shade-producing trees and street furnishings within the Community Village (Policy 3.1.8).

Over time, industrial uses in this area would be phased out and replaced with residential, commercial and residential vertical mixed use, office, commercial, recreational, civic, and institutional uses. Consistent with this vision, areas zoned CN-1-4 would be pedestrian-oriented and are intended to provide for commercial and mixed use development that allow up to 44 dwelling units per acre and that are consistent with the character of the surrounding residential areas. The areas zoned RM-3-7 would consist of medium-high density up to 44 du/ac of multi-family housing stock (see Figures 3-3 and 3-4). The Community Village is the same under both Scenario 1 and Scenario 2.

As discussed above, the proposed CPU area contains two designated gateways; along Cesar E. Chavez Parkway at Main Street and at Division and Main Street. The proposed CPU identifies an additional gateway opportunity along Logan Avenue and 16th Street, as well as enhancement opportunities for the gateway along Cesar E. Chavez Parkway. It is the intent of the proposed CPU to create gateways that further define the neighborhood character of the Community Village and emphasize the importance of Latino art within the community. In support of this, there are general public art policies within the Arts and Culture Element of the proposed CPU, as well as specific policies to the Community Village Area, that identify the need to emphasize public art and the involvement of artists in the design of the gateway on Cesar E. Chavez Parkway.

A majority of the Community Village Area is included in the proposed Coastal Categorical Exclusion Area (see Figure 3-6). In an effort to streamline the development review process for projects and incentivize revitalization within the Community Village, the proposed CPU outlines a ministerial review process for projects in this area. The proposed CPU, land use plans, and the Coastal Categorical Exclusion would not negatively affect the neighborhood character, but rather would help to promote the redevelopment of lands within this area to be more compatible with both existing development and future needs of the community. Furthermore, for projects subject to ministerial approval only, compliance with landscaping regulations and zoning regulations would implement design measures that support the community village concept. Future discretionary projects would also be reviewed for compliance with adopted plans and policies. In addition, the Barrio Logan Community Benefit Maintenance Assessment District, approved in late 2012, will provide funding for maintenance and improvements for a range of services related to streetscape improvements and District identity (City of San Diego 2012). No significant impact related to existing neighborhood character within the Community Village Area is expected.

b. Historic Core Area

It is the intent of the proposed CPU for new development within the Historic Core Area to complement the existing and evolving character of the built environment. New housing should provide live/work spaces, small lot housing, shopkeeper units, and workspace.

In support of the proposed CPU vision to emphasize the cultural and historical character of the Historic Core Area and increase livability within this area, the proposed Land Use Element contains Policies 2.7.8 through 2.7.13, as well as through general policies within the Historic Preservation and Arts and Culture Elements. Consistent with the neighborhood character of this area, these policies specifically identify the need to respect the existing development pattern by encouraging smaller-scale infill development and the rehabilitation of existing housing, particularly in the area along Evans and Sampson Streets, which is representative of historical housing for cannery workers and navy personnel. In addition, the plan identifies live/work units for residents as a vital part of an evolving arts district along Logan Avenue. Policy 2.7.13 encourages the development of live/work units, pocket housing, and shopkeeper units along Logan Avenue at 26th Street which would result in an increase in daytime and nighttime occupants and increase the vitality and livability of this historic area within the community.

The land use plan for Scenario 1 includes Community Commercial, with a single half block of Neighborhood Commercial, within the blocks between Main Street and Newton Avenue, bounded by Evans Street and 26th Street, which would support both commercial and residential uses. However, the Scenario 2 land use plan proposes to designate these same blocks as Maritime-Oriented Commercial, with a half block of Neighborhood Commercial (with residential permitted) (see Figures 3-8a and 3-8b). While the two land use plans would provide for different types of land use, Scenario 1 would allow residential throughout while Scenario 2 permits only limited residential in this area, which is located on the perimeter of the Historic Core Area. The area is also located adjacent to the Transition Area, which prohibits residential development and provides a buffer between more sensitive residential uses and the heavy industrial and maritime uses on Port District land to the west. Therefore, neither land use scenario of the proposed CPU would result in a significant impact to existing neighborhood character.

c. Transition Area

The Transition Area boundaries and proposed land uses are shown on Figures 3-9a and 3-9b. According to the proposed CPU, this area is intended minimize the existing land use conflicts and improve community character by providing a buffer between the heavy industrial uses west of Harbor Drive and the residential area eastward to I-5. The land use plan for both scenarios would provide a buffer of nonresidential uses between the existing residential and neighborhood commercial uses, and the heavy industrial uses, with Scenario 1 comprised of both Office and Community Commercial designated lands and Scenario 2 comprised of Maritime-Oriented Commercial and Heavy Commercial lands. The area is located outside the proposed Coastal Categorical Exclusion Area and would be subject to future discretionary approval. In addition, compliance with the landscaping regulations and proposed zoning is intended to implement policies of the proposed CPU.

A main goal of the proposed CPU is to reduce the existing land use conflicts and, by extension, improve the visual quality and community character. In support of this goal, the proposed Land Use Element includes Transition Zone Policies 2.7.14 through 2.7.19, which require that the facades of buildings adjacent to the railroad right-of-way be treated as primary facades and screen service and loading areas, ensure that trucks and automobiles access properties facing the railway and trolley tracks from the west side to minimize impacts to the community east of Main Street, and screen the service and loading areas from the right-of-way. In addition, implementation of Policy 2.7.17 would ensure that the Heavy Commercial uses proposed under Scenario 2 do not cause negative effects to the surrounding community by requiring that uses be screened, provide landscaping, and include 10-foot-wide sidewalks, as well as shade-producing trees.

Both scenarios would support the buffering of the existing heavy industrial uses to the west, which is characteristic of this portion of the Barrio Logan community. Therefore, Scenario 1 and Scenario 2 would not result in a significant impact on existing neighborhood character.

d. Prime Industrial

This area emphasizes the importance of employment areas within the proposed CPU area, which provide a critical element of the region's economy. It is the intent of the proposed CPU that the design of the industrial uses in this area provide pleasant working environments that are sensitively designed where industrial uses abut residential and mixed-use neighborhoods and open space systems. Existing land uses in this area are dominated by industrial interspersed with commercial and a few residential areas. Both Scenario 1 and Scenario 2 in the proposed CPU would retain the industrial character of this area while reducing land use and visual impacts associated with the collocation of incompatible uses. All of the land under Scenario 1 is designated Prime Industrial, with the exception of a small property along Main Street, just south of 32nd Street, which is designated as Community Commercial due to the existing commercial development on the site. Scenario 2 is similarly designated; however, the existing recycling operation at the corner of Main Street and 32nd Street, north of Las Chollas Creek, is proposed as Heavy Industrial. Both land use plan scenarios are consistent with the existing character of this area of Barrio Logan.

In support of this vision for the Prime Industrial Area, the Land Use Element contains Policies 2.7.20 through 2.7.22, which specifically protect the availability of buildings used by, or appropriate for, heavy industrial businesses by restricting conversions of industrial buildings to other building types and ensure that development adjacent to this area does not conflict with intensive industrial operations characteristic of these sites or conflict with transportation access to these areas.

Therefore, implementation of the proposed CPU and either land use scenario would not result in a significant impact to existing neighborhood character within the Prime Industrial Area.

e. Boston Avenue and Main Street Corridor Area

Within this designated neighborhood area, Boston Avenue is defined by low-intensity, older stock housing, while Main Street between 28th Street and 32nd Street is characterized by a wide array of commercial, industrial, and residential uses.

Proposed uses within the Boston Avenue and Main Street Corridor Area would be the same for both Scenario 1 and Scenario 2. Under the proposed CPU, the historic residential uses would be retained along Boston Avenue. In addition, over time, the existing industrial and residential uses east of Main Street would be phased out and replaced with Community Commercial uses that emphasize pedestrian orientation and community-serving residential uses which will further complement the residential character of this area.

Consistent with the historic residential character along Boston Avenue, the Land Use Element includes Policies 2.7.23 through 2.7.29. Implementation of these policies would encourage the enhancement of existing low-density residential uses characteristic of this area by encouraging appropriately scaled and sited infill development, as well as provide for the creation of a passive trail that includes recreational opportunities along the east side of Boston Avenue between 29th Street and 32nd Street. In addition, to build upon the low intensity nature of the existing residential units, the project proposes policies for reducing the street width along Boston Avenue between 29th Street and 32nd Street from 60 feet to 40 feet in order to slow traffic speeds and create a more residential street (see also the Mobility Element of the CPU). In addition, the proposed RX-1-2 zone applied to this area is consistent with the character of existing residential uses and allows for single-family dwelling units on small lots and limits building heights to a maximum of 30 feet.

Under the proposed CPU, land use intensity associated with future development proposals along Main Street would be greater compared to existing conditions. While existing industrial and residential uses would be phased out, the proposed CC-3-4 zoning would allow for higher intensity commercial and office uses. In support of this goal, the proposed CPU includes Policies 2.7.28 and 2.7.29, which establish office and commercial retail serving uses that cater to the maritime industries while respecting the existing development pattern of Main Street by utilizing smaller-scale infill development.

4.6.5.2 Significance of Impacts

The land use plan, design guidelines, and planned mobility and infrastructure enhancements of the proposed CPU for both Scenario 1 and Scenario 2, along with implementation of the LDC, would encourage residential development which forms neighborhood units and enhances community character while also providing appropriate transitions between residential and neighborhood-serving uses and industrial use areas. Therefore, neighborhood character impacts would be less than significant, and no mitigation would be required.

4.7 Human Health/Public Safety/Hazardous Materials

The following discussion is based on the Environmental Data Resources (EDR) Area Study prepared by Dudek (October 2008) to address the potential for impacts from the presence of hazardous materials/wastes on or within a mile of the proposed CPU area. The study includes a review of regulatory agency databases, records review, limited visual site reconnaissance, and review of site history to identify potential environmental concerns. The EDR identified 384 sites of environmental concern located within a search area composed of the proposed CPU area and lands up to a mile from its boundary. This search area is referred to within this section as the "study area". The complete technical report is included in Appendix E of this PEIR.

4.7.1 Existing Conditions

Sites within the study area were ranked according to known releases, or that are Comprehensive Environmental Response Sites, Compensation and Liability Act (CERCLA) sites or archived sites, a ranking of 4 was given to open release cases that impacted either soil or groundwater. Closed release cases were given a ranking of 3 because the lead regulatory agency has stated that the level of investigation or remediation completed is sufficient to protect human health and the environment for the existing land use. A ranking between 0 and 3 was assigned to those sites of lowest relative impact to the study area, and include one-time accidents and/or low-level substances, such as waste oil.

Of the 384 sites identified in the EDR, 26 Rank 4 sites (greatest potential environmental impact) and 98 Rank 3 sites (having a possible environmental impact) were identified within the study area (the remainder were ranked between 0 and 2). Some of these sites are closed release cases, which may need to be reevaluated if, for example, a change of land use from commercial/industrial to residential is proposed. Rank 3 and 4 sites are summarized in Appendix E according to their level of risk and shown on Figure 4.7-1 and Figure 4.7-2 for Scenario 1 and Scenario 2, respectively. Applicable federal, state, and local laws pertaining to hazardous substances are discussed below. Table 5 of Appendix E to this PEIR lists the addresses of sites known at the time studies were completed. Since preparation, additional sites may have been remediated and redeveloped or could be identified in the future.

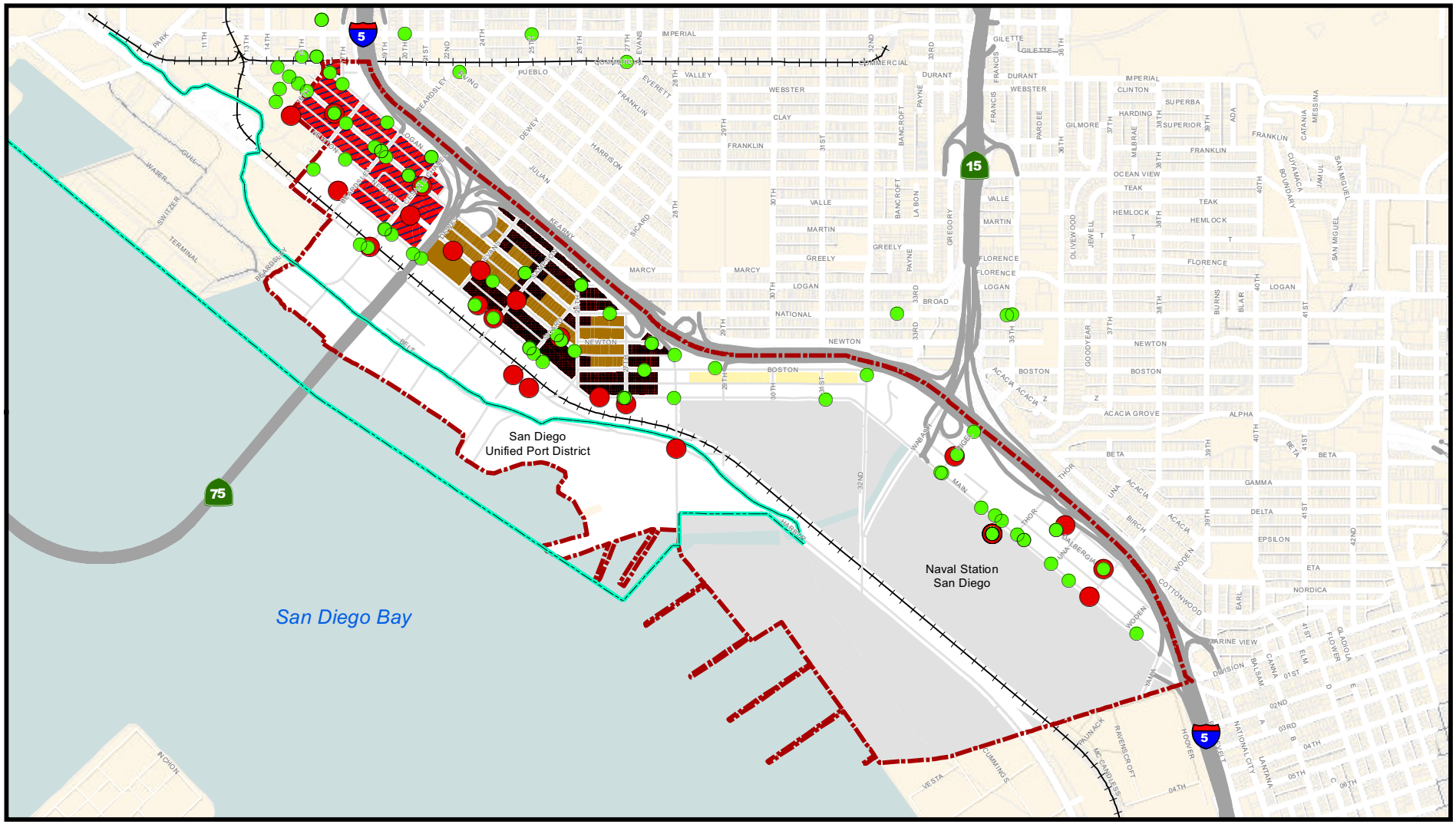

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FIGURE 4.7-1
Existing Hazardous Material Sites -
Land Use Scenario 1

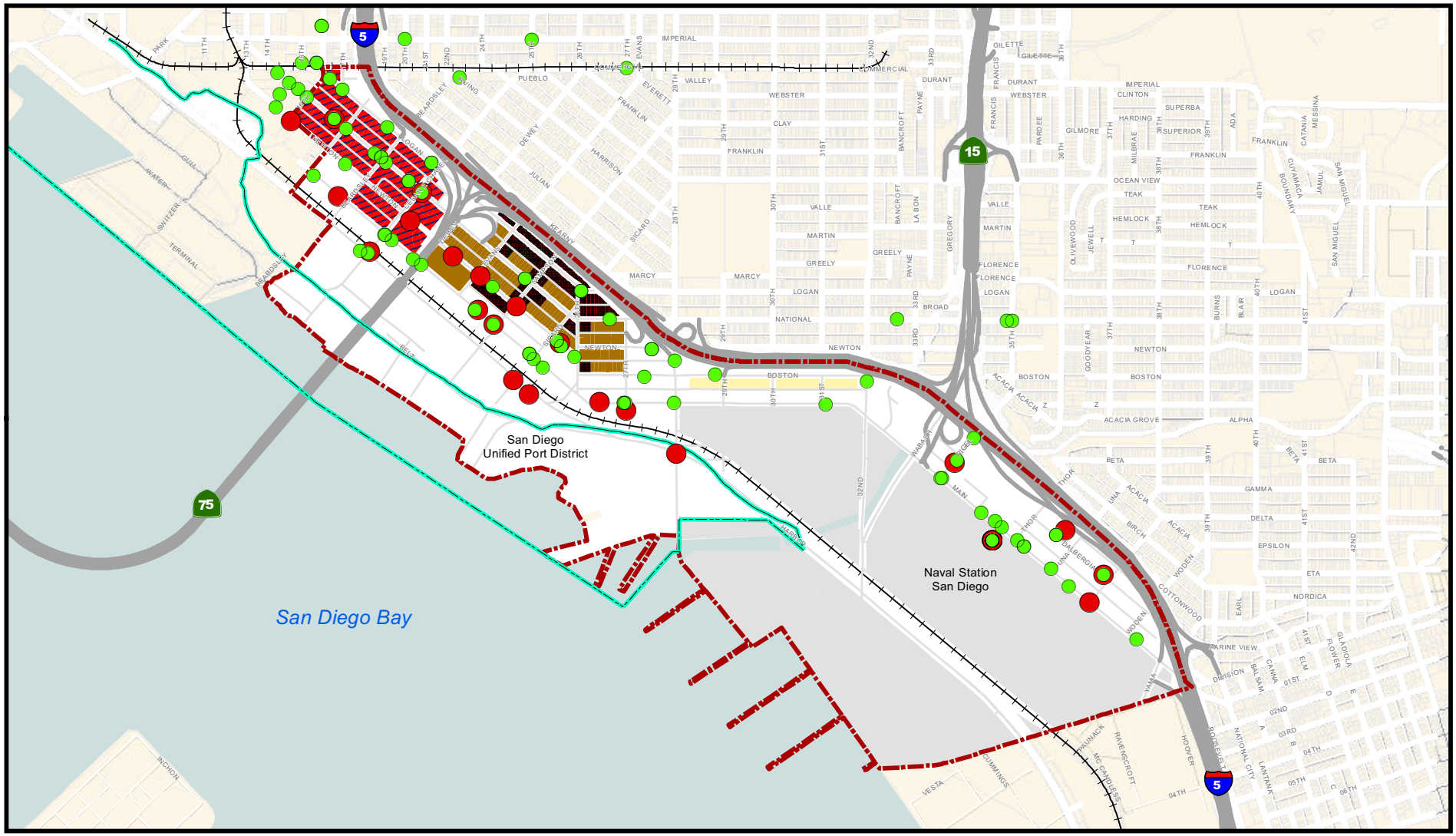

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FIGURE 4.7-2
Existing Hazardous Material Sites -
Land Use Scenario 2

4.7.1.1 Regional, State, and Federal Regulations

Numerous federal, state, and local laws and regulations regarding hazardous materials have been developed with the intent of protecting public health, the environment, surface water, and groundwater resources. Over the years, the laws and regulations have evolved to deal with different aspects of the handling, treatment, storage, and disposal of hazardous substances.

Relevant laws and regulations include:

- 1972 Federal Water Pollution Control Act (also referenced as the Clean Water Act). This act established a federal framework for the regulation of water quality.

- CERCLA was enacted in 1980, also known as "Superfund," and the Superfund Amendments and Reauthorization Act (SARA) of 1986 (amended CERCLA, SARA Title III). CERCLA, SARA Title III provides a federal framework for setting priorities for cleanup of hazardous substances releases to air, water, and land. This framework provides for the regulation of the cleanup process, cost recovery, response planning, and communication standards.

- Federal Resource Conservation and Recovery Act (RCRA) of 1976. This act established the authority of the U.S. EPA to develop regulations to track and control hazardous substances from their production, through their use, to their disposal.

- Title 40 CFR, Part 257, established criteria for the classification of solid waste disposal facilities and practices (Sections 257.1 to 257.30). The U.S. EPA has the authority under RCRA to authorize states to implement RCRA, and California is a RCRA authorized state.

- Title 40 California Code of Regulations, Part 290, established technical standards and corrective action requirements for owners and operators of Underground Storage Tanks (USTs) under RCRA.

- Water Quality Control Plan ("Basin Plan") for the San Diego region established policies and requirements for the protection of groundwater and surface water quality in the region. The Basin Plan also summarizes drinking water standards as specified in the California Department of Health Services, the California Inland Surface Waters Plan (State Water Resources Control Board [SWRCB] 1991), and Title 40 CFR Part 131, which established federal water quality standards under the Clean Water Act.

- San Diego County Area Plan (Area Plan), established by the San Diego County DEH, Hazardous Materials Division, established the Area Plan for the emergency response to a release, or threatened release, of a hazardous material within the

County. The Hazardous Materials Program and Response Plan contained in the Area Plan serves the proposed CPU area. The Federal Risk Management Plan, as incorporated and modified by the State of California Accidental Release Prevention program, has a goal to make all facilities that handle regulated substances free of catastrophic incidents.

- Hazardous Materials Transportation Act (49 CFR Parts 101, 106, and 107), established by Caltrans, regulates hazardous materials transport. Unlicensed residents and business are not permitted to transport hazardous waste over 5.0 gallons or more than 50.0 pounds total per vehicle per trip, as enforced by the California Highway Patrol.

Regulatory Listings

Regulatory agency records pertaining to the study area were searched by Dudek during their initial research. A number of facilities appear on several regulatory listings. A summary of the information obtained from the various lists is presented as follows:

No Further Remedial Action Planned List

The No Further Remedial Action Planned (NFRAP) list is maintained by the EPA and includes archive-designated CERCLA sites where assessment has reportedly been completed, and it has been determined based on *existing* land uses, that no further steps will be taken to include the site on the National Priority List (NPL). A total of 16 Hazardous Waste Sites appear on the NFRAP list within the study area. Of those 16, nine are Rank 4 sites, including one (unidentified location) which is still open. In addition, one closed Rank 3 site appears on the NFRAP list and is located outside of the proposed CPU area, but within the study area.

RCRA Hazardous Waste Generators List

The RCRA Hazardous Waste Generators (RCRA GEN) list is maintained by the EPA and consists of facilities that generate or transport hazardous waste (both large and small quantity generators) or meet other RCRA requirements. Small quantity generators are those which generate less than 2,200 pounds (1,000 kilograms) of hazardous waste per month. Large quantity generators are those whose hazardous waste generation exceeds these limits. Large quantity generators are also those which generate more than 2.2 pounds (1 kilogram) of acute hazardous waste per month. A listing on the RCRA GEN database is not necessarily indicative of a site where a release of hazardous substances has occurred.

One-hundred six listings reported to be associated with properties located within the study area appear on the RCRA GEN database. Thirteen listings are considered large quantity generators, while the remaining 93 listings are considered small quantity

generators. Several of the listings are associated with on-site facilities that also appear on the Leaking Underground Storage Tank (LUST) database. Because of this, these listings are likely to present an environmental concern to planning efforts in the proposed CPU area.

Emergency Response Notification System List

The Emergency Response Notification System database is a national database used to collect information on reported releases of oil and hazardous substances. A total of 41 properties were identified within the study area. For this reason, there is a high likelihood that these listings would present an environmental concern for affected properties in the proposed CPU area at this time.

EnviroStor List

The Department of Toxic Substances Control's (DTSC) Site Mitigation and Brownfields Reuse Program's EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (NPL); State Response, including Military Facilities, and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Forty-six listings reported to be associated with properties located within the study area appear in the EnviroStor database. Based on this information, these listings would present an environmental concern to the proposed CPU area.

Solid Waste Facilities/Landfill Sites List

The Solid Waste Facilities/Landfill Sites (SWF/LF) list is maintained by CalRecycle, and consists of solid waste facilities, operations, and disposal sites located throughout the state of California. The SWF/LF database tracks management units for several regulatory programs related to waste management and its potential impact on groundwater. Listings on these databases are not necessarily indicative of sites where a release of hazardous substances has occurred.

Three listings are located in the study area: two listings are located outside the proposed CPU area, and one listing has no record of releasing hazardous materials. Therefore, it is unlikely these sites would be of environmental concern.

Underground Storage Tank/Aboveground Storage Tank List

Information regarding aboveground storage tanks (ASTs) and USTs registered with various Local Oversight Programs or Certified Unified Program Agencies is provided in the UST/AST database. The UST lists consist of properties that have registered tanks, and are not necessarily indicative of sites where a release of hazardous substances has occurred. Twenty-one listings reported to be associated with properties located within the study area appear on the UST/AST list. Several listings are associated with on-site facilities that also appear on the LUST database (see below). The LUST discussion below includes further information regarding LUST cases associated with properties within or near the study area. Based on this information, these listings would present an environmental concern to the proposed CPU area.

San Diego County Hazardous Materials Management Division Database

The Hazardous Materials Management Division database consists of sites included in the DEH database, which tracks establishments subject to inspection by DEH officials and the status of the permits issued in relation to compliance with federal, state, and local regulations that the County of San Diego oversees. The database tracks a site if it (1) is a hazardous waste generator, transporter, treatment/storage/disposal facility, and/or gas station; (2) has registered USTs; (3) has been reported for violations; or (4) has experienced unauthorized releases of hazardous substances. A permit listing is not necessarily indicative of a property where a release of hazardous substances has occurred.

Three hundred fifty-five listings reported to be associated with properties located within the study area appear on the permits list. A significant number of listings are associated with on-site properties that also appear on the LUST database (see below).

Leaking Underground Storage Tank List

The LUST list includes database information maintained by the SWRCB, as well as information maintained by the DEH. The SWRCB database includes sites with confirmed or unconfirmed leaking USTs. Two hundred forty-six listings reported to be associated with properties located within the study area appear on the LUST list. Based on this information, these listings would present an environmental concern to the proposed CPU area.

4.7.1.2 Additional Sites of Concern to Human Health and Public Safety

As part of their reconnaissance, Dudek conducted subsequent environmental site searches and reviews of previously completed EDRs, site assessments, and Phase I ESAs. As a result, in addition to the sites identified in Appendix E, the sites discussed below were identified as being of potential concern to human health and public safety.

a. Subsequent Environmental Site Searches

Seven additional sites were identified as sites of concern to human health and public safety. These sites are listed below and discussed in more detail in Appendix E.

- Allen, Willis M., 1902 National Avenue
- C & B Auto Repair and Bay Cities Services, 3683 Dalbergia Street
- Pacific Treatment and Center City Towing, 1668 National Avenue
- Johnson Truck Repair and Paint, 1931 Newton Avenue
- Santa Fe Intermodal, 1342 Crosby Street
- Master Plating, 2109 Newton Avenue (closed)
- San Diego Housing Commission — 2883 Boston Avenue

b. Law Crandall EDR

The 2000 Preliminary Hazardous Site Assessment and Mapping Study was prepared in order to identify properties in the study area that utilize hazardous materials which, if released or discharged, may significantly and adversely impact occupants of properties within the Redevelopment Area. The study involved review of an EDR Area Study, a limited site reconnaissance, community involvement, and mapping.

The sites identified in the Law Crandall EDR report were hazardous materials/waste sites and Environmental Health Coalition designated sites. A limited site reconnaissance was conducted for approximately 180 of the sites (the sites were viewed from public rights-of-way) as a way to rate the environmental concern at the sites. A rating of 0-4 was applied to these sites, with 4 having the most potential to result in an incompatibility between land uses; and 0 being unlikely to affect land use planning in terms of compatibility. The ratings and the Law Crandall EDR report were presented in the report in order to assist with land planning in the proposed CPU area such that potentially incompatible land uses could be identified and avoided.

The Site Reconnaissance Scoring Criteria assessed the visible past/present discharges to ground surface. The following 10 sites were assigned the highest rating of extensive staining covering a significant portion of the property:

- A to Z Auto Dismantling, 3202 Main Street
- Advanced Metal Forming, Inc., 2618 National Avenue
- Deca Forklift, Inc., 3596 Dalbergia Street
- Garcia Auto Repair, 2340 Newton Avenue
- Hytech Metal Forming, 2676 Newton Avenue
- IMS Recycling SVC Iron Department, 2740 Boston Avenue
- Industrial Metals & Sal, 2731 Newton Avenue
- Martines Bodyshop, 1226 31st Street
- An unnamed site, 2758 ½ Main Street
- Storage Yard, 1915 Una Street

c. Phase I ESA – 1629-1651 National Avenue

A Phase I Environmental Site Assessment was prepared for 1629, 1635, 1637, 1639, 1643, and 1651 National Avenue in 2005 prior to the proposed redevelopment of this area. Potential recognized environmental concerns associated with the site included the potential for burned or incinerated ash from backyard incinerators or burn pits. Additionally, adjacent sites Central Meat and Provision Company, Triad Marine, and Pacific Treatment, were identified as having the potential of impacting the site.

d. Site Assessment – 1600 Block of National Avenue

The site assessment evaluated the environmental conditions noted in the Phase I ESA, which is discussed in Section 4.7.1.2.c above. Investigation activities included advancing borings; trenching; and soil, soil vapor, and groundwater sampling. The investigation identified VOC and petroleum-impacted groundwater and lead-impacted soil at the site. The site assessment report stated that the risk due to vapor intrusion under the residential scenario was not significant (less than one in a million). The site assessment report did not calculate risk under the residential scenario due to potential ingestion of lead-impacted soils. Rather, the site assessment report contained recommendations for excavation of the impacted soil.

4.7.1.3 Flooding

As discussed in Section 4.8, Hydrology, Water Quality, and Drainage, southern portions of the proposed CPU area have been identified by FEMA as areas that would be inundated by the 100- and 500-year flood hazard. The 100-year floodplain is considered a Special Flood Hazard Area (SFHA).

As shown on Figures 4.8-3a and 4.8-3b, the southern portions of the proposed CPU area near Las Chollas and Switzer creeks are within a 100-year floodplain (also referred to as the base flood). Generally, the flooding associated with Las Chollas Creek in the proposed CPU area is limited to the channel and a portion of the SR-15 terminus at Wabash Boulevard. Flooding from the 100-year floodplain of Switzer Creek is from an existing open channel located within the Atchison Topeka and Santa Fe rail yard, particularly where the open channel is collected into an underground culvert near Harbor Drive.

The area between I-5 and Main Street, from the SR-15 terminus at Wabash Boulevard to just past Thor Street, is within the SFHA associated with Las Chollas Creek and South Las Chollas Creek. A portion of the Atchison Topeka and Santa Fe railroad alignment between Harbor Drive and Crosby Street is also within the SFHA associated with Switzer Creek.

4.7.1.4 Aircraft Operations

There are no airports within the proposed CPU area. However, several airports within the City and surrounding area have the potential to affect land uses within the proposed CPU area. SDIA is the primary commercial air carrier airport serving the region, and is located 2.25 miles north of the proposed CPU area. NAS North Island, approximately 3 miles east of the proposed CPU area, is located in the City of Coronado, with a small portion within the City tidelands, and operates a mixture of jet fighter, transport, and helicopter aircraft.

4.7.1.5 Tsunamis, Seiches, and Mudflows

A tsunami is a sea wave generated by a submarine earthquake, landslide, or volcanic action. As discussed in Section 4.12, Geology and Soils, portions of the proposed CPU are located in the Active, Alquist-Priolo Earthquake Fault Zone (high risk of geologic hazards) and the Downtown Special Fault Zone (moderate to high risk of geologic hazards). In addition, portions of the proposed CPU area along the San Diego Bay are within the tsunami inundation area as mapped by the City. However, existing improvements (i.e., buildings, roadways) along the shoreline boundary are projected to prevent inundation of lands within the proposed CPU area should a tsunami occur (State of California 2009).

Seiches are water waves generated in enclosed or partly enclosed bodies of water such as reservoirs, lakes, bays and rivers by the passage of seismic waves (ground shaking) caused by earthquakes. While seiches are common and natural in the City, they usually are undetectable due to low periods, depths, and lengths of the local bodies of water (City of San Diego 2008d).

In addition, lands within the City's jurisdiction are generally 1,000 feet or more distant from the bay, and according to maps prepared to quantify risk, the portion of the project within the City's jurisdiction is outside an inundation area (Pacific Institute 2009). Thus, the potential for tsunamis and seiches to affect land within the proposed CPU, and more specifically, within the City's jurisdiction, is low.

Mudflows result from steep hillside soils becoming rapidly saturated with water, extensive erosion, and/or a large disturbance on the hillside such as an earthquake or boulder collapse. The topography throughout the proposed CPU area is nearly level, so the hazard of mudflows does not exist.

4.7.1.6 Emergency Response Plans

In 1995, the City updated its 1995 Multi-Hazard Functional Plan and modernized its Emergency Operations Center (EOC), which identifies resources available for emergency response and establishes coordinated action plans for specific emergency situations including earthquake, fire, major rail and roadway accidents, flooding, hazardous materials incidents, terrorism, and civil disturbances (City of San Diego 2008d). If a hazardous materials emergency occurred within the proposed CPU area, the first response would be from the San Diego Fire-Rescue Department and the County of San Diego Hazardous Incident Response Team, located within the city of San Diego.

4.7.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant health and safety impact would occur if implementation of the proposed CPU would:

1. Expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas);

2. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including as a result of dam or levee failure;

3. Expose people or structures to a significant risk of loss, injury, or death from seiche, tsunami, or mudflow;

4. Expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operations accidents; or

5. Impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan.

4.7.3 Issue 1: Health Hazards

Would the proposed CPU expose people or sensitive receptors to potential health hazards (e.g., exposing sensitive receptors to hazardous materials in industrial areas)?

4.7.3.1 Impacts

The studies described above identified 384 properties within the study area that are of potential environmental concern. Development in accordance with the proposed CPU Scenario 1 and Scenario 2 has the potential to place sensitive receptors on, or adjacent to, these sites, regardless of which land use scenario is selected. Any development or redevelopment proposed for residential uses within areas identified as having a 1 through 4 ranking represent a potential significant impact to health and safety and mitigation would be required. In addition, any property proposed for future development within one-quarter mile of a known release site (open or closed) has the potential to result in a significant impact to human health and safety, and mitigation would be required.

With respect to the future development within the area defined in the Coastal Categorical Exclusion Area, the project applicant would be required to obtain clearance from the County of San Diego DEH stating either no hazardous materials impacts would result from development or no hazardous materials impacts would result upon completion of any required remediation. This process would be completed as part of the Building Permit review and issuance.

In order to reduce the health hazards associated with collocation of industrial and residential uses, the proposed CPU identifies transition zones that would only permit development of new uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the industrial zones. As prescribed by the Port District Transition Zone Policy, and implemented by the proposed CPU within the Land Use Element in Policy 2.7.14, no residential uses are to be located adjacent to Harbor Drive or Main Street south of 28th Street. This area, the Transition Area, is designated as Office Commercial, Community Commercial and Neighborhood Commercial in Scenario 1 and Maritime-Oriented Commercial, Heavy Commercial, and Neighborhood Commercial in Scenario 2. All of the proposed land uses and implementing zones under both scenarios do not permit the inclusion of residential in future development.

Under the proposed CPU, existing industrial and commercial land uses that generate, transport, or temporarily store hazardous waste within the vicinity of residential uses would remain in some areas. Additionally, trucks serving local businesses would expose residents to hazards associated with the release of hazardous materials (i.e., spillage; accidents, and explosions) that are being transported through the proposed CPU area. As discussed in Section 4.2, Transportation/Circulation/Parking, improved roadway and transportation modifications would reduce the potential risk of exposure from hazardous materials to residents as a result of transporting hazardous materials.

4.7.3.2 Significance of Impacts

Because the proposed CPU would be implemented over time, some existing industrial uses would continue to operate in areas designated for residential. Additionally, future development and redevelopment may occur in areas of known environmental concern. Existing regulations require that future projects shall demonstrate that the site is suitable for the proposed land use. For sites with recorded hazardous material concerns, project applicants must obtain confirmation from the DEH that the site has been remediated to the extent required for the proposed use. For example, residential development requires a greater level of remediation than a commercial or industrial use.

As summarized above, for all projects, whether discretionary or ministerial, future project applicants would be required to obtain clearance from the County's DEH for the parcel and submit such documentation as part of either the CEQA review process or the Building Permit application, thereby ensuring that no hazardous material impact would occur as a result of the proposed development of the site. Clearance may be provided by County DEH when no hazardous materials are known, or expected to be present, or when remediation is required to be completed prior to site development. Only upon receipt of DEH clearance would projects be recommended for approval (discretionary) or approved (ministerial). Compliance with this requirement would ensure impacts would be less than significant. No mitigation would be required.

4.7.4 Issue 2: Flooding

Would the proposed CPU expose people or structures to a significant risk of loss, injury or death involving flooding, including as a result of dam or levee failure?

4.7.4.1 Impacts

The proposed CPU under either scenario does not propose residential development within a 100-year flood hazard area. However, industrial uses exist and would be retained under the proposed CPU within the 100-year flood hazard areas of Switzer and Las Chollas creeks.

The proposed CPU under both Scenario 1 and Scenario 2 designates an area of Prime Industrial Land within the 100-year flood hazard area of South Las Chollas Creek (Zone A on Figure 4.8-3a and 4.8-3b). Development in this area must be elevated above the base flood elevations, or new structures that are not elevated must be flood-proofed below the base flood elevation. The City's requirements for protection from flooding are that the lowest floor of any structure must be elevated at least two feet above the base flood elevation, and fully enclosed areas below the lowest floor that are subject to flooding shall comply with FEMA's requirements for flood proofing (SDMC Section 143.0146(c)). Pursuant to SDMC Section 143.0145, any future specific development projects must be studied to determine the effects to base flood elevations and ensure they will not result in flooding, erosion, or sedimentation impacts on or off-site.

The proposed CPU under Scenario 1 designates an area of Industrial land northeast of Cesar Chavez Park that intersects the 100-year flood hazard area of Switzer Creek (Zone A on Figure 4.8-3a), and Scenario 2 designates this same parcel as Heavy Commercial (4.8-3b). This Zone A area represents overflow from existing undersized culverts outside of the proposed CPU area. Future specific development projects in this area would not be permitted to block the passage of floodwater in a manner that could increase flooding on- or off-site.

Compliance with City floodplain regulations would be required regardless of the land use scenario selected for the proposed CPU. Through future projects' compliance with these regulations, flood hazard impacts associated with the proposed CPU under either scenario are anticipated to be reduced to below a level of significance.

If redevelopment is proposed within one of the SFHA Zones, additional regulations as discussed in Hydrology, Water Quality, and Drainage, Section 4.8.1.5, would apply.

4.7.4.2 Significance of Impacts

While the proposed CPU under both scenarios includes land designated for industrial development within the 100-year flood hazard areas of Las Chollas Creek, and with Scenario 1 industrial development and Scenario 2 heavy commercial development within the 100-year flood hazard area for Switzer Creek, compliance with the City's floodplain regulations require any future development projects to conduct project-specific studies and implement design measures to ensure flooding impacts are avoided or reduced to below a level of significance. Therefore, no mitigation would be required.

4.7.5 Issue 3: Seiches, Tsunamis, and Mudflow

Would the proposed CPU expose people or structures to a significant risk of loss, injury, or death from seiche, tsunami, or mudflow?

4.7.5.1 Impacts

Secondary seismic effects, including seiches, tsunamis, and mudflow, could result from the energy of a high magnitude earthquake from portions of the proposed CPU area mapped within the Downtown Special Fault Zone and Alquist-Priolo Earthquake Fault Zone.

Earthquakes are common along the edge of the Pacific Ocean, and all of the Pacific coastal areas, including the proposed CPU area, are therefore exposed to the potential hazard of tsunamis (City of San Diego 2008d). Portions of the proposed CPU area along San Diego Bay are within the tsunami inundation area mapped by the City. However, this mapped area is within the jurisdiction of the Port District and Naval Station San Diego, and therefore, any development proposed in that area would be subject to their review and is out of the scope of this PEIR. Nevertheless, the Public Facilities, Services, and Safety Element of the proposed CPU contains policies 6.2.3 and 6.2.4 that address tsunami hazards, specifically promoting the need for interagency planning and awareness of the Alert San Diego emergency notification program, where individuals can register their cell phone numbers and e-mail addresses for notification of area-wide events, including tsunamis, power outages, and natural disasters.

While seiches are common and natural in the City, they usually are undetectable due to the low water level periods and associated shallow depths of the local bodies of water. A geologic or other natural event of an unprecedented scale for the region would be required to induce a seiche capable of significant damage. Existing regulations and development codes would ensure that waterfront development would withstand a seiche, should one occur (City of San Diego 2008d). Because the portion of the proposed CPU area within the City's jurisdiction lacks enclosed bodies of water, the potential for seiches is low. Impacts would be less than significant.

As stated in Section 4.7.1.5, above, due to the flat topography throughout the proposed CPU area, mudflows hazards do not exist. Impacts would be less than significant.

4.7.5.2 Significance of Impacts

Portions of the proposed CPU area are within the tsunami inundation area as mapped by the City, but are not within the jurisdiction of the City. However, adherence to the policies referenced above contained in the Public Facilities, Services, and Safety Element of the proposed CPU, as well as state and federal regulations, would reduce impacts to below a level of significance for both Scenario 1 and Scenario 2. Therefore, no mitigation would be required.

4.7.6 Issue 4: Aircraft Operations Accidents

Would the proposed CPU expose people or structures to a significant risk of loss, injury, or death from off-airport aircraft operations accidents?

4.7.6.1 Impacts

The proposed CPU area lies approximately 2.25 miles south of SDIA and approximately 3 miles east from Naval Air Station North Island.

An ALUCP has been adopted for SDIA. An ALUCP is designed to safeguard the general welfare of persons within the vicinity of an airport and the public in general. Developments near an airport must be consistent with the applicable ALUCP, and the Airport Authority has the responsibility to review certain land use actions within an AIA for compliance with criteria and policies set forth in the ALUCP. The ALUCP contains criteria and compatibility policies addressing the following types of compatibility concerns: noise, overflight, safety, and airspace protection.

An AIA is based on the 60 CNEL contour, and is the area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. To preclude incompatible development from intruding into areas of significant risk resulting from aircraft takeoff and landing patterns, the ALUCP contains areas of significant risk identified as Flight Activity Zones within the AIA. The Flight Activity Zone for SDIA occurs adjacent to the ends of the runways' primary surfaces, over which all aircraft using the airports must pass on either arrival or departure. The proposed CPU area is not within any airport Flight Activity Zone or the AIA.

The northern portion of the proposed CPU area is within the FAA Part 77 Noticing Area. The portion of the proposed CPU area located in the notification area is shown in Figure 4.1-7. Due to FAA regulations, projects within this area are required to submit a "Notice of Construction or Alteration" to the FAA prior to obtaining building permits. The FAA would then send to the project applicant a "Determination of No Hazard to Air Navigation" letter if the project is not determined to be a hazard. If the FAA notifies the applicant that a proposed development is identified as a presumed hazard, the applicant would be required to follow further FAA procedures until the "Determination of No Hazard to Air Navigation" letter is received.

Future development under the proposed CPU land use scenarios within the FAA Part 77 Noticing Area, whether discretionary or ministerial (e.g. within the Coastal Categorical Exclusion Area), would be required to obtain an FAA "Determination of No Hazard to Air Navigation" letter prior to recommendation for approval or approval of the development project. In addition, the proposed CPU includes policies that, along with the SDMC regulations, ensure future development would be compatible with airport operations. For

development/redevelopment projects that are reviewed solely by City staff, the City will not approve a project without a FAA Determination of No Hazard to Air Navigation for the project.

4.7.6.2 Significance of Impacts

No land uses are proposed under either scenario that would be inconsistent with any airport ALUCP. In addition, the proposed CPU area is not with an airport AIA. Future development projects initiated under the proposed CPU would be required to comply with the City requirement to obtain an FAA Determination of No Hazard to Air Navigation prior to obtaining building permits. This verification would also be required for those projects that would be subject to the streamlined ministerial process and that are included in the area covered by the Coastal Categorical Exclusion. Therefore, impacts would be less than significant, and no mitigation would be required.

4.7.7 Issue 5: Emergency Response and Evacuation Plans

Would the proposed CPU impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?

4.7.7.1 Impacts

There are no objectives or policies contained in the proposed CPU that would interfere with or impair implementation of an adopted emergency response or evacuation plan. The *Unified San Diego County Emergency Services Organization Operational Area Emergency Plan, Annex Q, Evacuation* (County of San Diego 2007) identifies a broad range of potential hazards and a response plan for public protection. The plan identifies major interstates and highways within the County as primary transportation routes for evacuation, including Interstates 5, 8, 805, as well as State Routes 15, 94, 125 and 905 in the South Bay area. The land uses identified in the proposed CPU under both Scenario 1 and Scenario 2 would not physically interfere with any known adopted emergency plans. Improved roadway and transportation modifications discussed in Section 4.2, Transportation/Circulation/ Parking, would directly help traffic flow and evacuation time.

The City will continue to make regular modifications to the Multi-Hazard Functional Plan and EOC as hazards, threats, population and land use, or other factors change to ensure impacts to emergency response plans are less than significant (City of San Diego 2008d).

Impacts to emergency response plans as a result of implementation of the proposed CPU under either Scenario 1 or Scenario 2 would be less than significant.

4.7.7.2 Significance of Impacts

The proposed CPU under both scenarios would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; therefore, impacts are less than significant, and no mitigation would be required.

4.8 Hydrology, Water Quality, and Drainage

The following hydrological analysis is based on the Drainage and Water Quality Report for the Barrio Logan Community Plan Update prepared by Rick Engineering Company in December 2009. This technical report is included in its entirety as Appendix F of this PEIR. Secondary information is based on the San Diego Basin Water Quality Control Plan (Basin Plan) prepared by the RWQCB (1994, as amended 2007).

4.8.1 Existing Conditions

4.8.1.1 Hydrologic Unit/Hydrologic Sub Area

The proposed CPU area is located within the Pueblo Watershed HU (908.00) as defined by the Basin Plan. The Pueblo Watershed HU covers a total watershed area of 60 square miles. The watershed drainage consists of a group of relatively small local creeks and pipe conveyances, many of which are concrete-lined and drain directly into San Diego Bay. Pueblo San Diego is one of three hydrologic units within the watershed of San Diego Bay. The proposed CPU area is located within the San Diego Mesa and National City Hydrologic Sub Areas (HSAs), Basin 908.2 and 908.3, respectively. Switzer Creek and Las Chollas Creek are in the San Diego Mesa HSA, and Paleta Creek is in the National City HSA.

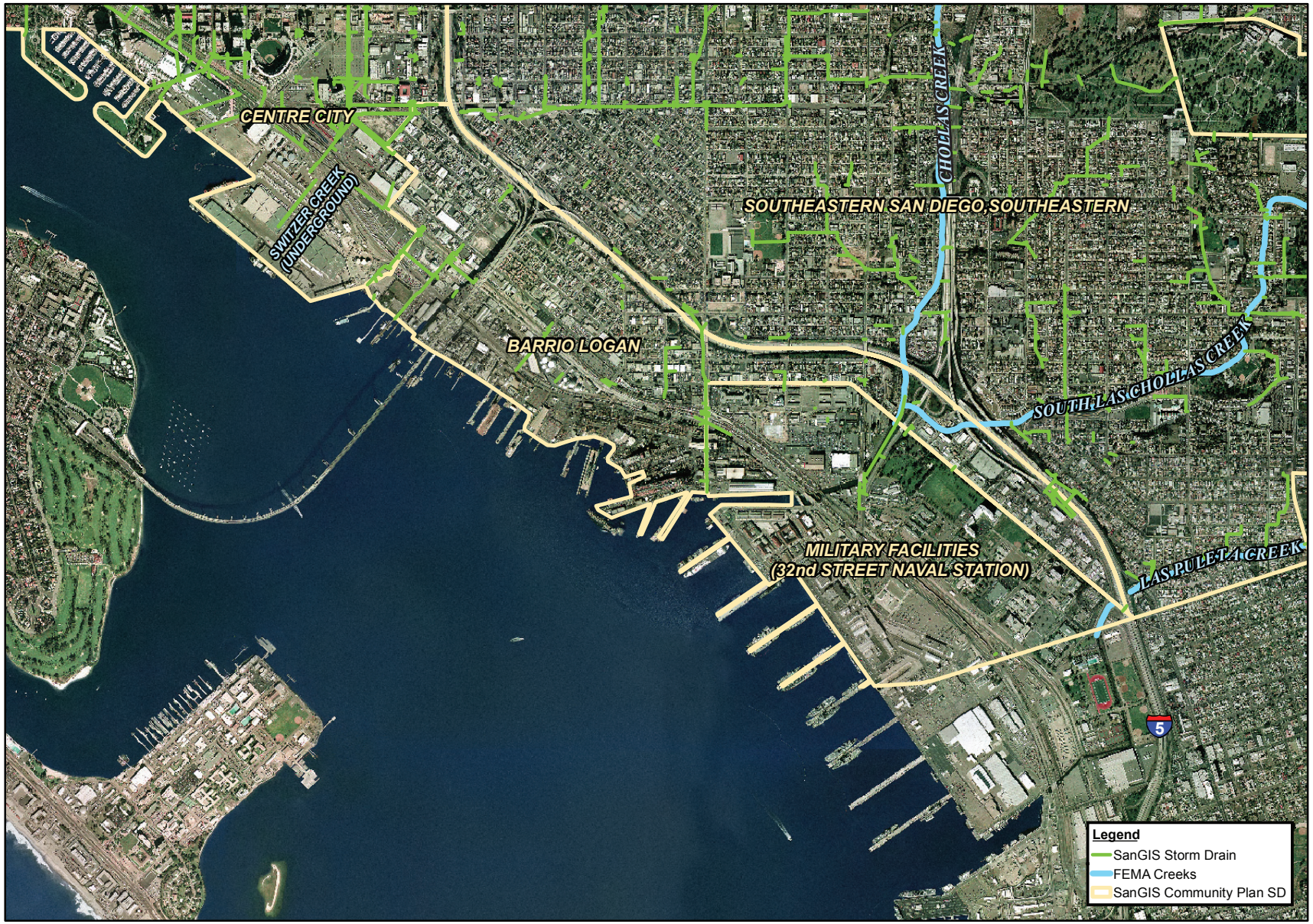
4.8.1.2 Surface Waters

There are three substantial drainages in the proposed CPU area: Switzer Creek, Las Chollas Creek, and Paleta Creek. Each of these three creeks receives storm water runoff from the proposed CPU area, ultimately discharging to San Diego Bay. Figure 4.8-1 contains an exhibit showing the three creeks and the storm drains system. Figure 4.8-2 shows the location of the three creeks and the boundaries of the drainage regions, or watersheds, associated with each creek.

a. Drainage Patterns

In the northeasterly area of the proposed CPU near Switzer Creek, approximately between 16th Street and Beardsley Street, runoff drains northwest toward the Centre City Community to the Switzer Creek storm water conveyance system. Although Switzer Creek and the associated underground storm drain system is located outside of the proposed CPU area, the storm drain outfall is at the 10th Avenue Marine Terminal, which is within the proposed CPU area, though outside of the jurisdiction of the City.

Map Source: Rick Engineering Company, 2009



No Scale

FIGURE 4.8-1
Creeks and Storm Drains

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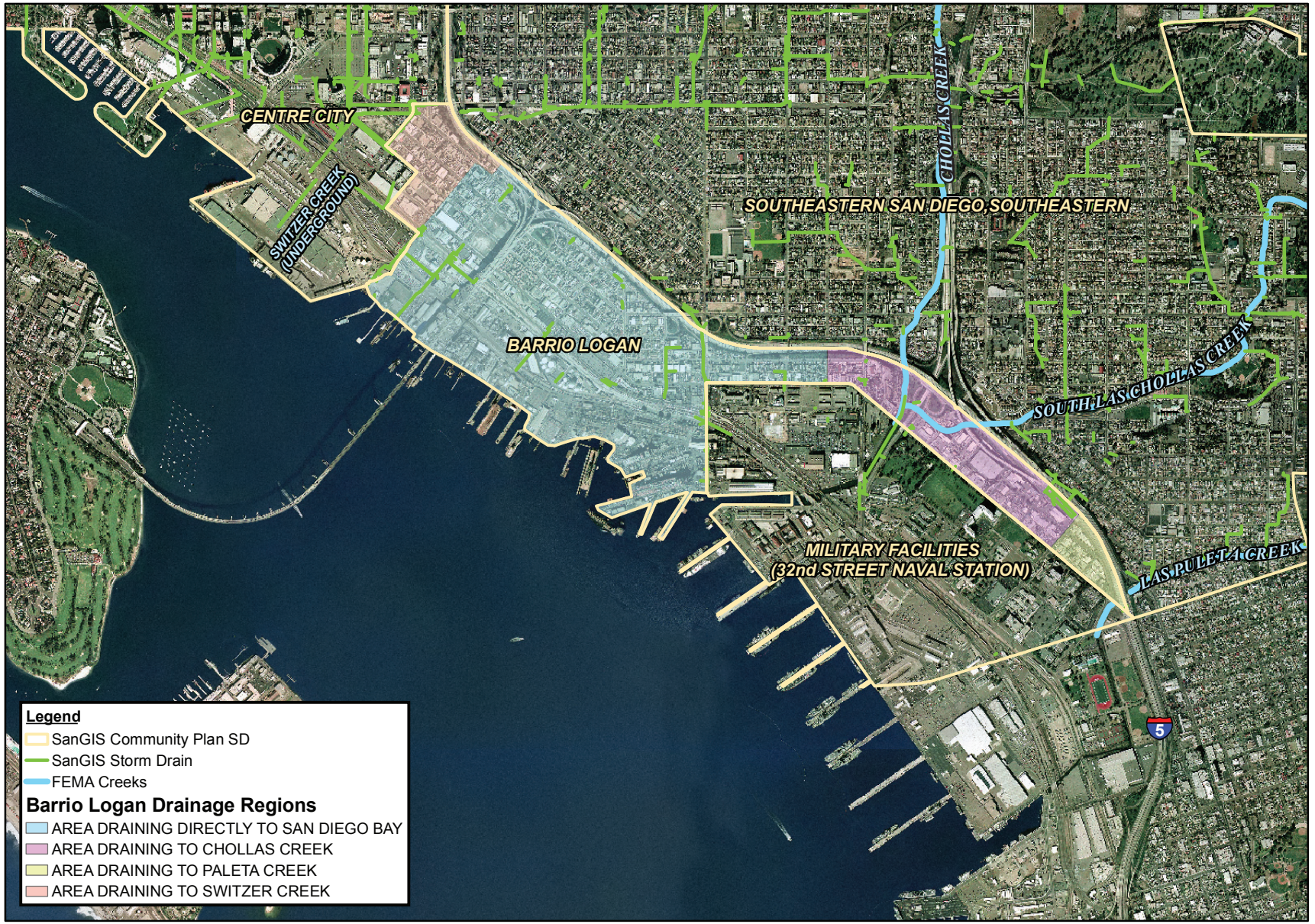
Map Source: Rick Engineering Company, 2009



No Scale

FIGURE 4.8-2
Drainage Regions

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Runoff from the area near the SR-15 terminus at Wabash Boulevard, approximately between 31st Street and Vesta Street, drains to Las Chollas Creek. Drainage from the Las Chollas Creek watershed is conveyed to San Diego Bay via a system of flood control channels. The outlet of Las Chollas Creek is at Naval Station San Diego. Currently, the area of Las Chollas Creek within proposed CPU area is an urban creek with little native vegetation. Much of the channel is armored with large boulders or is concrete lined with culverts. The Creek has been listed as an "impaired" body under Section 303(d) of the Clean Water Act due to high levels of cadmium, copper, lead, zinc, and other toxicity in the storm water collected.

Runoff from the southernmost area of the proposed CPU, south of Vesta Street, drains to Paleta Creek. Drainage from the Paleta Creek watershed is conveyed to San Diego Bay via open channels downstream of the proposed CPU. Within the proposed CPU area, Paleta Creek is contained in an underground culvert and the outlet is within Naval Station San Diego.

Additionally, storm water runoff from some areas of proposed CPU drain directly to San Diego Bay via other existing storm drain systems, streets, gutters, and cross gutters. Runoff from all other areas, approximately between Beardsley Street and 31st Street, drains directly to San Diego Bay. Runoff from the central area of proposed CPU that extends to San Diego Bay from I-5 drains directly into San Diego Bay, and runoff from the southerly area of proposed CPU drains across the 32nd Street Naval Station San Diego property to San Diego Bay.

The proposed CPU area is currently fully developed and nearly 100 percent impervious. Almost all rainfall can be expected to become runoff because there are minimal opportunities for infiltration. Figure 4.8-3 shows the topography of the proposed CPU area and the surrounding area. With the exception of the area affected by the floodplain of South Las Chollas Creek, which is not well drained, runoff from nearly all areas of the proposed CPU area can be expected to drain quickly out of the community if its path is not obstructed due to the generally sloping topography toward San Diego Bay (see also Figure 4.8-2).

4.8.1.3 Receiving Waters

Beneficial uses are the uses of water necessary for the survival or well being of humans, plants, and wildlife. These uses of water serve to promote economic, social, and environmental goals. Water quality objectives and beneficial uses can be found in the Basin Plan. The Basin Plan assigns multiple beneficial uses pertaining to inland surface water, groundwater, and coastal waters within the Pueblo Watershed. Beneficial uses of the inland surface water include contact water recreation, non-contact water recreation, warm freshwater habitat, and wildlife habitat. Beneficial uses of the groundwater include municipal and domestic supply. Beneficial uses of the coastal waters include industrial service supply, navigation, contact water recreation, non-contact water recreation,

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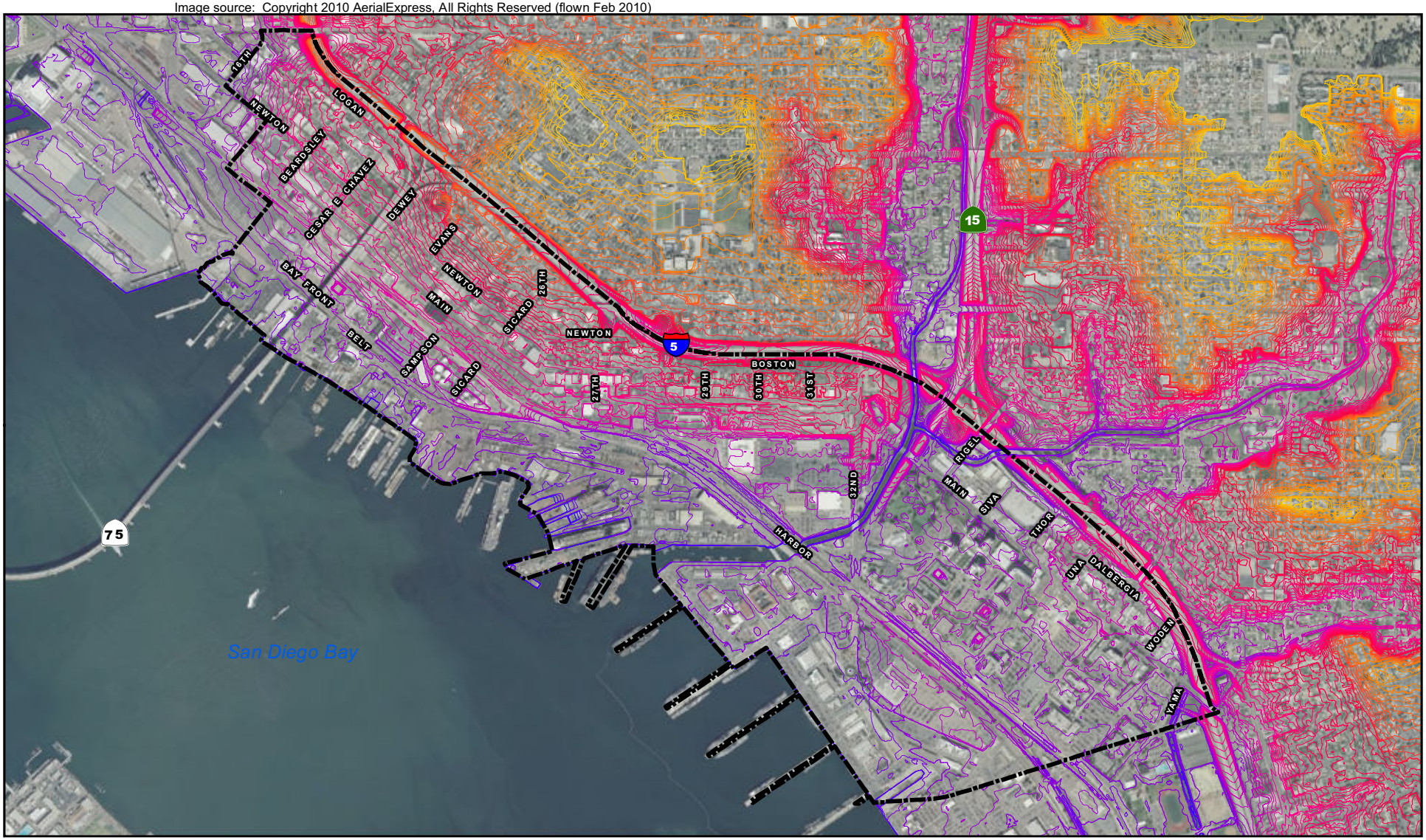

Project Area

Elevation (each line represents a 2 foot change in elevation)

100 feet

Sea Level

0 Feet 1,800

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FIGURE 4.8-3
Topographical Map

estuarine habitat, wildlife habitat, commercial and sport fishing, biological habitats of special significance, rare, threatened, or endangered species, marine habitat, migration of aquatic organisms, and shellfish harvesting.

As mentioned in Section 2.3.6 of the Environmental Setting, industrial sites are required to install permanent BMPs to protect the water quality and limit the discharge of pollutants to receiving waters. NASSCO, an industrial discharger located within the jurisdiction of the Port District, has implemented a storm water diversion system designed to capture and contain all storm water runoff from industrial areas to eliminate the discharge of industrial storm water into San Diego Bay, and instead discharges to the San Diego Metropolitan Sanitary Sewer System.

a. Sensitive Water Bodies

The RWQCB is the regional agency that is responsible for establishing ground and surface water quality objectives for the San Diego region, which are identified in the Basin Plan. In addition, the Storm Water Standards section of the City's Land Development Manual identifies San Diego Bay as a Water Quality Sensitive Area. In a Water Quality Sensitive Area, measures such as erosion and sediment control, vegetated buffers or other treatment control BMPs, and source control measures may be required for projects proposing to discharge to the sensitive receiving water body.

b. Impaired Water Bodies

According to the 2010 State Impaired Water Bodies 303(d) List of Water Quality Limited Segments, Las Chollas Creek and its outlet to San Diego Bay, are listed as impaired water bodies for various trace metals, diazinon, bacteria, benthic community effects, and sediment toxicity. As summarized in Table 4.8-1, the primary pollutants of Las Chollas Creek and outlet to San Diego Bay include diazinon, dissolved copper, indicator bacteria, dissolved lead, and dissolved zinc. Pollutants or stressors impairing San Diego Bay shoreline vary but may include benthic community (i.e., organisms inhabiting the bottom of a body of water) effects, sediment toxicity, copper, mercury, polycyclic aromatic hydrocarbons (PAH), polychlorinated biphenyls (PCBs), zinc, and chlordane. Major causes for this impairment are surface water quality degradation, habitat degradation, sediment toxicity in San Diego Bay, and sewer overflows.

TABLE 4.8-1
2010 STATE IMPAIRED WATER BODIES 303(d) LIST SUMMARY FOR BARRIO LOGAN

Name	Pollutant/Stressor	Potential Sources	Estimated Size Affected
Las Chollas Creek	Copper, Diazinon, Indicator Bacteria, Lead, Phosphorus, Nitrogen, Trash, Zinc	Nonpoint/Point Source, Urban Runoff/Storm Sewers, Atmospheric Deposition, Landfills, Surface Runoff, Illegal Dumping, Highway/Road/Bridge Runoff	3.5 miles
San Diego Bay Shoreline, Naval Station San Diego	Benthic Community Effects, Sediment Toxicity	Nonpoint/Point Source	103 acres
San Diego Bay Shoreline, near San Diego-Coronado Bridge	Benthic Community Effects, Sediment Toxicity	Urban Runoff/Storm Sewers, Nonpoint/Point Source	37 acres
San Diego Bay Shoreline, near Las Chollas Creek	Benthic Community Effects, Sediment Toxicity	Nonpoint/Point Source	15 acres
San Diego Bay Shoreline, near Switzer Creek	Chlordane, PAHs	Urban Runoff/Storm Sewers, Nonpoint/Point Source	5.5 acres
San Diego Bay Shoreline, 7th Street Channel (outlet of Paleta Creek)	Benthic Community Effects, Sediment Toxicity	Urban Runoff/Storm Sewers, Nonpoint/Point Source	9 acres

SOURCE: California Water Resources Control Board, 2010.

4.8.1.4 Groundwater

All major drainage basins in the San Diego region contain groundwater basins. The basins are relatively small in area and usually shallow. Although these groundwater basins are limited in size, the groundwater yield from the basins has been historically important to the development of the region. Nearly all of the local ground waters have been intensively developed for municipal and agricultural supply purposes. One groundwater basin, Sweetwater Valley, occurs within the proposed CPU area. The geologic formations that underlie this basin are described in Section 4.12, Geology and Soils.

The Sweetwater Valley basin is managed by Sweetwater Authority. San Diego County Water Authority estimates a groundwater storage capacity of 13,000 acre-feet (AF) in Quaternary alluvium and about 960,000 AF in the San Diego Formation (San Diego

County Water Authority 1997) in the Sweetwater Valley basin. These values suggest a total storage capacity of about 973,000 AF for this basin. Natural recharge of the basin is derived from the runoff of seasonal precipitation in the upper reaches of the Sweetwater River Valley, discharge from the Sweetwater Reservoir, and underflow from the reservoir. Subsurface flow may also contribute recharge (State of California 1986).

4.8.1.5 Flood Hazards

The Federal Emergency Management Agency (FEMA) identifies high-risk areas that would be inundated by the 100- and 500-year flood hazard areas. The 100-year floodplain is considered a Special Flood Hazard Area (SFHA). Due to their location near the creeks, areas of proposed CPU are mapped as flood zones on the Flood Insurance Rate Maps (FIRM), and appear on three FIRM Panels: 06073C1884F (Switzer Creek), 06073C1903F (Las Chollas Creek), and 06073C1911F (Paleta Creek).

As shown on Figure 4.8-4a and 4.8-4b, the southern portions of the proposed CPU area near the creeks are within a 100-year floodplain (also referred to as the base flood). Generally, the flooding associated with Las Chollas Creek in the proposed CPU area is limited to the channel and a portion of the SR-15 terminus at Wabash Boulevard. There is no FEMA Flood Zone associated with Paleta Creek within the proposed CPU.

In addition, a portion of the proposed CPU area is subject to flooding from the 100-year floodplain of Switzer Creek from an existing open channel located within the Atchison Topeka and Santa Fe rail yard, particularly where the open channel is collected into an underground culvert near Harbor Drive. Switzer Creek overflow would be conveyed southerly toward Crosby Road and Water Street within the proposed CPU area as shown by Zone A.

Also shown in Figure 4.8-4a and 4.8-4b is the location of the 500-year floodplain (also known as FEMA Zone X), which includes the area between National Avenue and Newton Avenue, at 16th Street. Although the Switzer Creek drainage is conveyed in an underground storm drain outside of the proposed CPU, surface drainage to Switzer Creek would be affected.

Regulations are in place for future development projects within one of the SFHA Zones. The area approximately between I-5 and Main Street, from the SR-15 terminus at Wabash Boulevard, to just past Thor Street, is within the SFHA associated with Las Chollas Creek and South Las Chollas Creek. A portion of the Atchison Topeka and Santa Fe railroad alignment between Harbor Drive and Crosby Road is within the SFHA associated with Switzer Creek. Development within the SFHA must comply with local floodplain management ordinances, including Council Policy 600-14, Development Within Areas of Special Flood Hazard, to reduce future flood losses, and Development Regulations for Special Flood Hazard Areas (contained within Sections 143.0145 and 143.0146 of the LDC). The City regulates the type of structures placed in SFHA, which

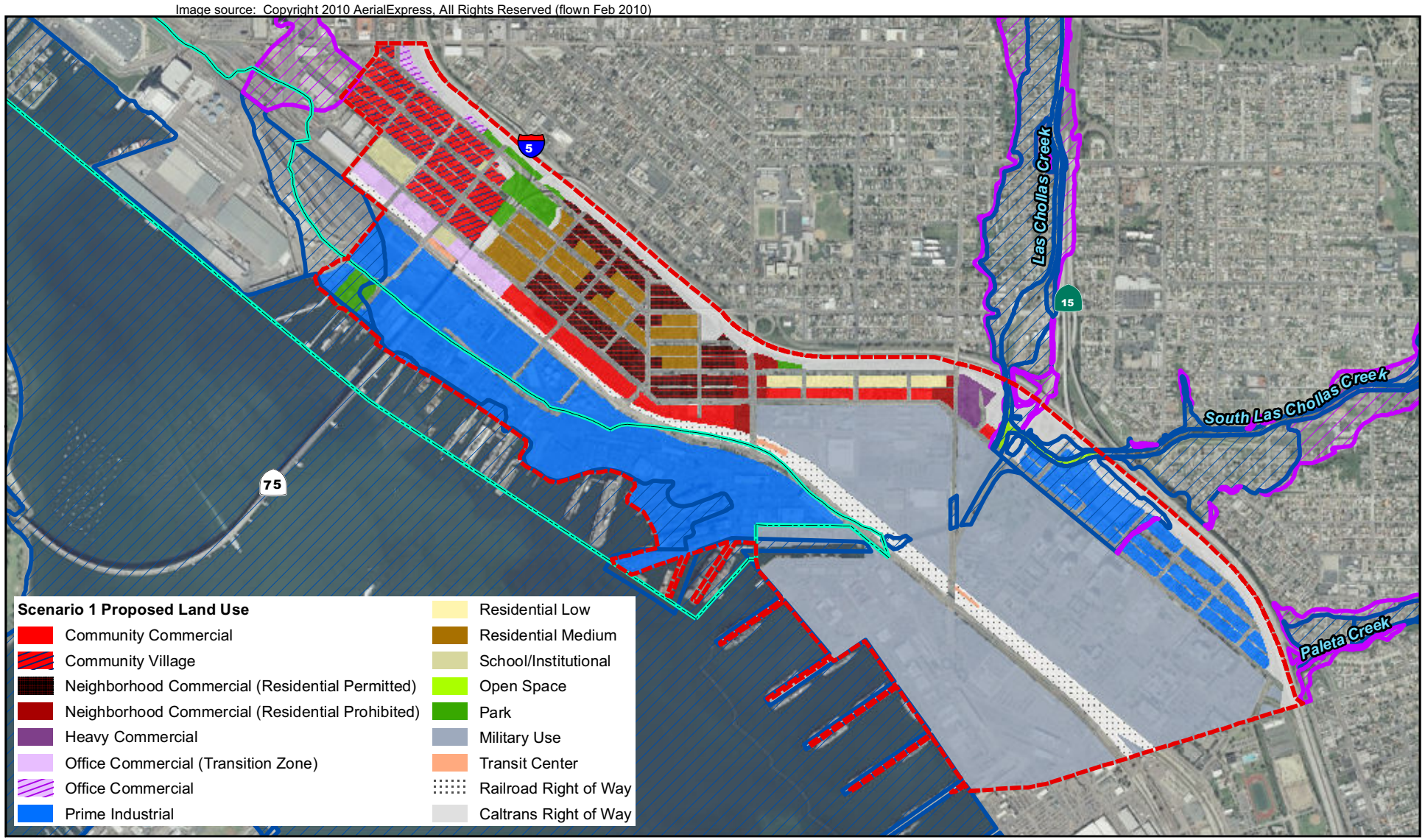

FIGURE 4.8-4a
Location of Flood Zones Overlain on the Scenario 1 Community Plan Land Uses

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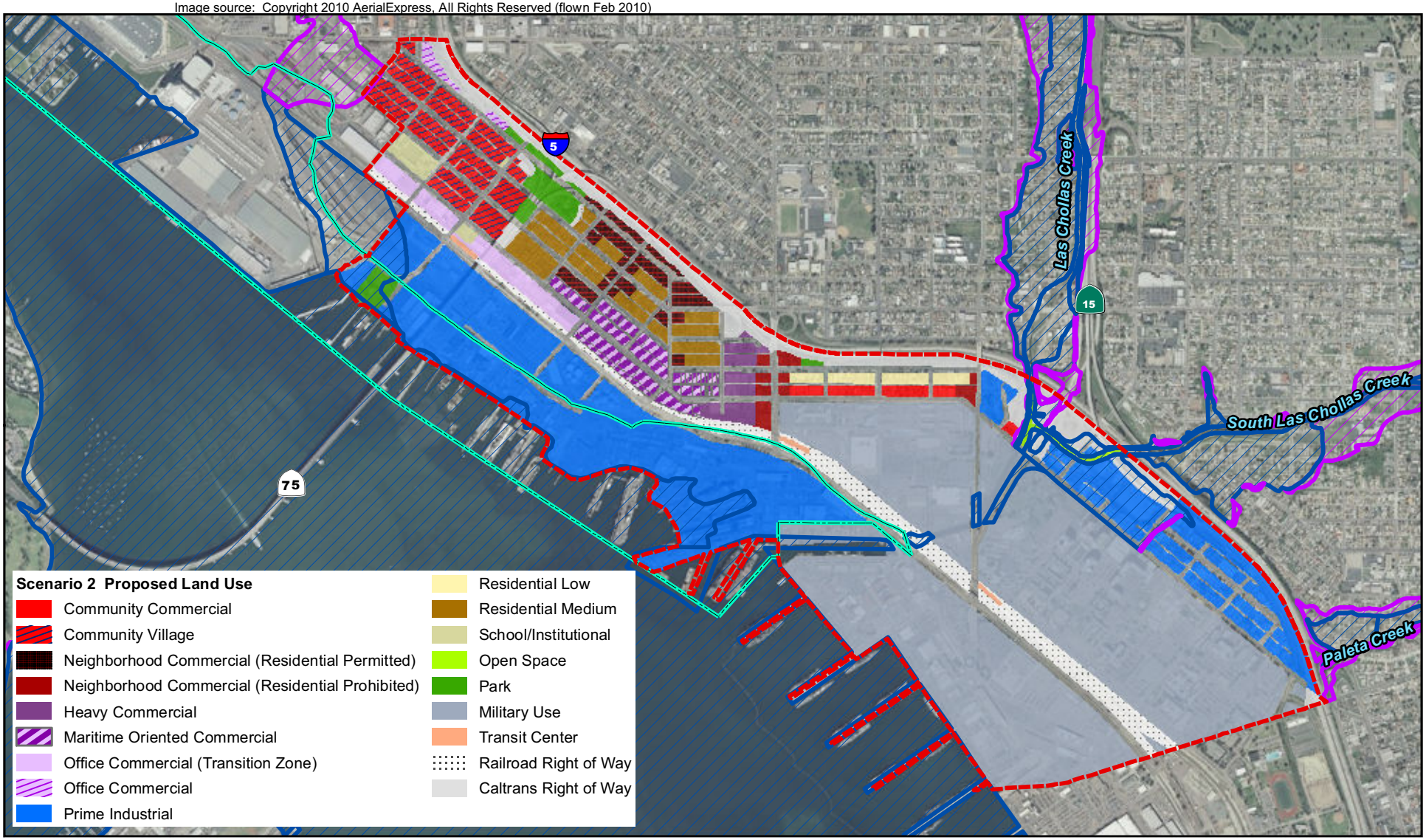

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FIGURE 4.8-4b

Location of Flood Zones Overlain on the Scenario 2 Community Plan Land Uses

includes the floodway and floodplain fringe, to ensure that access during flood events is not limited and structures do not impede or redirect flood waters, or affect downstream properties.

4.8.1.6 Existing Regulatory Framework

Various federal, state, and local regulations impose requirements on new development for erosion control, control of runoff contaminants, and control of direct discharge of water quality pollutants. These requirements are summarized below. The applicable permits for activities within the proposed CPU area summarized are discussed in more detail in Appendix F.

a. Federal Clean Water Act

The Clean Water Act is the primary federal law that protects the nation's waters, including lakes, rivers, aquifers, and coastal areas. The Clean Water Act established basic guidelines for regulating discharges of pollutants into the waters of the U.S. and requires that states adopt water quality standards to protect public health, enhance the quality of water resources, and ensure implementation of the Clean Water Act.

Section 401 of the Clean Water Act requires that any applicant for a federal permit to conduct any activity, including the construction or operation of a facility which may result in the discharge of any pollutant, must obtain certification from the state. Section 402 of the Clean Water Act established the NPDES to regulate the discharge of pollutants from point sources, and Section 404 established a permit program to regulate the discharge of dredged material into Waters of the U.S.

b. California Department of Fish and Wildlife Code – Streambed Alteration Program

CDFW is responsible for protecting, conserving, and managing wildlife, plant, fish, and riparian resources in the state of California. Under Sections 1600–1607 of the Fish and Game Code, CDFW regulates activities that would divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake that supports fish or wildlife. CDFW has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. CDFW jurisdictional resources are delineated by the outer edge of riparian vegetation or at the top of the bank of streams or lakes, whichever is wider. A Streambed Alteration Agreement is required for a project that would impact CDFW jurisdictional resources. The Agreement with CDFW typically requires mitigation in the form of on-site, off-site, or in-lieu fee mitigation, or combination of all

c. Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act established the principal California legal and regulatory framework for water quality control. The Porter-Cologne Water Quality Control Act is embodied in the California Water Code. The California Water Code authorizes the SWRCB to implement the provisions of the federal Clean Water Act.

The State of California is divided into nine regions governed by RWQCBs. The RWQCBs implement and enforce provisions of the California Water Code and the Clean Water Act under the oversight of the SWRCB. The City is located within the purview of the San Diego RWQCB (Region 9). The Porter-Cologne Act also provides for the development and periodic review of Water Quality Control Plans (Basin Plans) that designate beneficial uses of California's major rivers and groundwater basins and establish water quality objectives for those waters.

d. Water Quality Control Plan for the San Diego Basin

The San Diego Basin encompasses approximately 3,900 square miles, including most of San Diego County and portions of southwestern Riverside and Orange counties. The basin is composed of 11 major HUs, 54 Hydrologic Areas, and 147 HSAs, extending from Laguna Beach southerly to the U.S./Mexico border. Drainage from higher elevations in the east flow to the west, ultimately into the Pacific Ocean. The RWQCB prepared the Basin Plan, which defines existing and potential beneficial uses and water quality objectives for coastal waters, groundwater, surface waters, imported surface waters, and reclaimed waters in the basin. Water quality objectives seek to protect the most sensitive of the beneficial uses designated for a specific water body.

e. Local Drainage Design Manual

Chapter 14, Article 2, Division 2 of the SDMC outlines Storm Water Runoff and Drainage Regulations which apply to all development in the City, regardless of whether or not a development permit or other approval is required. In addition, drainage design policies and procedures are provided in the City's Drainage Design Manual (which is incorporated in the Land Development Manual as Appendix B). The Drainage Design Manual provides a guide for designing drainage, and drainage-related facilities for developments within the City. Of particular relevance to a fully built-out community such as proposed CPU area is basic objective (10) from the Drainage Design Manual, which requires projects to coordinate proposed designs with existing structures and systems handling the same flows to ensure that new projects do not result in any increased runoff or generate increased sediment or pollutants. In addition to coordinating proposed design with existing structures and systems, coordination with the Navy may be necessary where storm water runoff from proposed CPU area flows across Naval Station San Diego.

f. Storm Water Standards Manual

The City's current Storm Water Standards Manual provides information to project applicants on how to comply with the permanent and construction storm water quality requirements in the City. Significant elements of the Storm Water Standards Manual include:

- LID BMP Requirements
- Source Control BMPs
- BMPs Applicable to Individual Priority Development Project Categories
- Treatment Control BMPs

LID BMPs would be significant to site planning because these features require an area on-site to retain storm water for infiltration, re-use, or evaporation. The Storm Water Standards Manual states:

> For Priority Development Projects [e.g., tentative maps and development permits, construction permits, and public projects that have not begun initial design that have not been deemed complete prior to a certain date], the feasible portion of the post-project runoff volumes and peak flows from the water quality design storm . . . shall be infiltrated on-site. If it is shown to be infeasible to infiltrate the requisite volume of water, that water may be retained on-site for re-use or evapotranspiration. If it is shown to be infeasible to retain the requisite volume of water, then that water must be treated with treatment control BMPs.

Although the footprint of the LID BMPs can often be fit into planned landscaping features, this requires early planning to ensure that the features are located in places where they can intercept the drainage and safely store the water without adverse effects to adjacent slopes, structures, roadways, or other features.

The Storm Water Standards Manual also addresses "Hydromodification – Limitations on Increases of Runoff Discharge Rates and Durations." Hydromodification management requirements would dictate design elements in locations where downstream channels are susceptible to erosion from increases in storm water runoff discharge rates and durations. Future development projects within the proposed CPU area would typically be exempt from hydromodification management requirements because of the location. Projects discharging into underground storm drains discharging directly to bays or the ocean are exempt. Downstream drainage systems from the proposed CPU area are hardened to San Diego Bay and/or are tidally influenced, and therefore are not

susceptible to erosion from increases in storm water runoff discharge rates and durations.

The Storm Water Standards Manual also provides minimum requirements for construction site management, inspection, and maintenance of construction BMPs; monitoring of the weather and implementation of emergency plans as needed; and provides minimum performance standards, including: pollution prevention measures so that there would be no measurable increase of pollution (including sediment) in runoff from the site, no slope erosion, water velocity moving off-site must not be greater than pre-construction levels, and preserve natural hydraulic features and riparian buffers where possible.

g. General Plan

The City's General Plan presents goals and policies for storm water infrastructure in the Public Facilities, Services, and Safety Element, and presents goals and policies for open space (including floodplain management) and urban runoff management in the Conservation Element.

Relevant policies from these elements are included in Tables 4.8-2 and 4.8-3.

TABLE 4.8-2
PUBLIC FACILITIES ELEMENT POLICIES RELATED TO WATER QUALITY

Policy	Description
PF-G.1	Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California RWQCB NPDES Permit standards.
PF-G.2	Install infrastructure that includes components to capture, minimize, and/or prevent pollutants in urban runoff from reaching receiving waters and potable water supplies
PF-G.3	Meet and preferably exceed regulatory mandates to protect water quality in a cost effective manner monitored through performance measures.
PF-G.4	Develop and employ a strategic plan for the City's watersheds to foster a comprehensive approach to storm water infrastructure improvements.
PF-G.5	Identify and implement BMPs for projects that repair, replace, extend, or otherwise affect the storm water conveyance system. These projects should also include design considerations for maintenance, inspection, and, as applicable, water quality monitoring.
PF-G.6	Identify partnerships and collaborative efforts to sponsor and coordinate pollution prevention BMPs that benefit storm water infrastructure maintenance and improvements.

SOURCE: City of San Diego General Plan Public Facilities Element 2008

TABLE 4.8-3
CONSERVATION ELEMENT POLICIES RELATED TO WATER QUALITY

Policy	Description
CE-B.1	Protect and conserve the landforms, canyon lands, and open spaces that: define the City's urban form; provide public views/vistas; serve as core biological areas and wildlife linkages; are wetlands habitats; provide buffers within and between communities; or provide outdoor recreational opportunities. a. Utilize Environmental Growth Funds and pursue additional funding for the acquisition and management of MHPA and other important community open space lands. b. Support the preservation of rural lands and open spaces throughout the region. c. Protect urban canyons and other important community open spaces including those that have been designated in community plans for the many benefits they offer locally, and regionally as part of a collective citywide open space system (see also Recreation Element, Sections C and F; Urban Design Element, Section A). d. Minimize or avoid impacts to canyons and other environmentally sensitive lands, by relocating sewer infrastructure out of these areas where possible, minimizing construction of new sewer access roads into these areas, and redirecting of sewage discharge away from canyons and other environmentally sensitive lands. e. Encourage the removal of invasive plant species and the planting of native plants near open space preserves. f. Pursue formal dedication of existing and future open space areas throughout the City, especially in core biological resource areas of the City's adopted MSCP Subarea Plan. g. Require sensitive design, construction, relocation, and maintenance of trails to optimize public access and resource conservation.
CE-B.2	Apply the appropriate zoning and Environmentally Sensitive Lands (ESL) regulations to limit development of floodplains, sensitive biological areas including wetlands, steep hillsides, canyons, and coastal lands. a. Manage watersheds and regulate floodplains to reduce disruption of natural systems, including the flow of sand to the beaches. Where possible and practical, restore water filtration, flood and erosion control, biodiversity and sand replenishment benefits. b. Limit grading and alterations of steep hillsides, cliffs and shoreline to prevent increased erosion and landform impacts.
CE-B.3	Use natural landforms and features as integrating elements in project design to complement and accentuate the City's form (see also Urban Design Element, Section A).
CE-B.4	Limit and control runoff, sedimentation, and erosion both during and after construction activity.
CE-B.5	Maximize the incorporation of trails and greenways linking local and regional open space and recreation areas into the planning and development review processes.

TABLE 4.8-3
CONSERVATION ELEMENT POLICIES RELATED TO WATER QUALITY
(continued)

Policy	Description
CE-B.6	Provide an appropriate defensible space between open space and urban areas through the management of brush, the use of transitional landscaping, and the design of structures (see also Urban Design Element, Policy UD-A.3.o). Continue to implement a citywide brush management system.
CE-E.1	Continue to develop and implement public education programs. a. Involve the public in addressing runoff problems associated with development and raising awareness of how an individual's activities contribute to runoff pollution. b. Work with local businesses and developers to provide information and incentives for the implementation of Best Management Practices for pollution prevention and control. c. Implement watershed awareness and water quality educational programs for City staff, community planning groups, the general public, and other appropriate groups.
CE-E.2	Apply water quality protection measures to land development projects early in the process-during project design, permitting, construction, and operations-in order to minimize the quantity of runoff generated on-site, the disruption of natural water flows and the contamination of storm water runoff. a. Increase on-site infiltration, and preserve, restore or incorporate natural drainage systems into site design. b. Direct concentrated drainage flows away from the MHPA and open space areas. If not possible, drainage should be directed into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA or open space areas. c. Reduce the amount of impervious surfaces through selection of materials, site planning, and street design where possible. d. Increase the use of vegetation in drainage design. e. Maintain landscape design standards that minimize the use of pesticides and herbicides. f. Avoid development of areas particularly susceptible to erosion and sediment loss (e.g., steep slopes) and, where impacts are unavoidable, enforce regulations that minimize their impacts. g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies. h. Enforce maintenance requirements in development permit conditions.
CE-E.3	Require contractors to comply with accepted storm water pollution prevention planning practices for all projects. a. Minimize the amount of graded land surface exposed to erosion and enforce erosion control ordinances. b. Continue routine inspection practices to check for proper erosion control methods and housekeeping practices during construction.
CE-E.4	Continue to participate in the development and implementation of Watershed Management Plans for water quality and habitat protection.

TABLE 4.8-3
CONSERVATION ELEMENT POLICIES RELATED TO WATER QUALITY
(continued)

Policy	Description
CE-E.5	Assure that City departments continue to use "Best Practice" procedures so that water quality objectives are routinely implemented. a. Incorporate water quality objectives into existing regular safety inspections. b. Follow Best Management Practices and hold training sessions to ensure that employees are familiar with those practices. c. Educate City employees on sources and impacts of pollutants on urban runoff and actions that can be taken to reduce these sources. d. Ensure that contractors used by the City are aware of and implement urban runoff control programs. e. Serve as an example to the community-at-large.
CE-E.6	Continue to encourage "Pollution Control" measures to promote the proper collection and disposal of pollutants at the source, rather than allowing them to enter the storm drain system. a. Promote the provision of used oil recycling and/or hazardous waste recycling facilities and drop-off locations. b. Review plans for new development and redevelopment for connections to the storm drain system. c. Follow up on complaints of illegal discharges and accidental spills to storm drains, waterways, and canyons.
CE-E.7	Manage floodplains to address their multi-purpose use, including natural drainage, habitat preservation, and open space and passive recreation, while also protecting public health and safety.

SOURCE: City of San Diego General Plan Conservation Element 2008

h. Chollas Creek Enhancement Program

Las Chollas Creek is a 30-linear-mile drainage system that traverses city neighborhoods within the Greater Mid-City (City Heights, Eastern), Encanto, Southeastern San Diego, and Barrio Logan communities, from its headwaters in La Mesa and Lemon Grove to San Diego Bay. The historical channel has been affected by decades of development and human activity. Over the past 50 years, the historic creek channel and floodplain have been substantially altered due to freeway construction and other urban development, and is barely recognizable in some areas as an open space system. Decades of development and human activity have also resulted in the loss of much of the creek's native vegetation. Commencing in the 1970s, restoration and enhancement efforts began to focus on creating an urban park asset along the entire creek alignment with the majority of work primarily focused upstream from Barrio Logan. Ongoing efforts to restore the creek have focused on improving natural habitats, water quality, public safety, aesthetics, and public trails.

In 1998, the City received a grant from the California Coastal Conservancy for creation of the Chollas Creek Enhancement Program. The Enhancement Program, adopted by the City in May 2002, involves an extensive outreach and education campaign as well as habitat restoration and water quality monitoring aimed at reducing water pollution and improving riparian habitats within the Chollas Creek Watershed. The strategy for implementation, which is currently being implemented, includes a 20-year phasing and funding timeline, as well as maintenance and oversight strategies. The program provides a Community Vision for Development, Existing City Policies, Design/Development Guidelines, and a Strategy for Implementation. The following text is excerpted from the Enhancement Program. In some cases the text is condensed:

> The Community Vision for Development envisions a Linear Park encompassing the multiple branches of Chollas Creek, with possible natural and urban treatments. The vision for the Chollas Creek area is multi-faceted including: maintaining the natural areas in an undisturbed fashion, promoting cohesive new development that integrates buildings, open space, and the creek into successful and useable areas for the community, and restoring channeled creeks in urbanized areas to more natural and safe conditions. Finally, the vision creates useable linkages throughout the Chollas Creek and the community to San Diego Bay.

The Design/Development guidelines are based on long established City policies and are specifically designed to address: Wetland Restoration and Rehabilitation, Channel Reconstruction, Landscaping, Trail System, Public Art, and Education/Interpretive Program.

The Enhancement Program includes seven phases based on segments of the creek: South, Encanto, Emerald Hills, Fox Canyon, Oak Park, Main, and Bayside. The portion of Las Chollas Creek that occurs within the proposed CPU area is part of Bayside (Phase VI; City of San Diego 2002b). To date, no work has been implemented for the Bayside portion of the Enhancement Program. The following Design/Development Guidelines are specifically identified for Bayside based on the existing Barrio Logan/Harbor 101 Community Plan:

> Design considerations for its development should include elevating the area to the south of the Rigel Street industrial area, and developing berms for flood protection purposes, maintaining the channel bottom natural and developing landscaping areas along its edges. The landscaped area could include man made structures with sculptural qualities that are combined with natural landscaping, trees, and plants. The open space buffer and pedestrian easement on both sides of the creek channel and outside the channel proper should be 40 feet.

Other Design/Development Guidelines provided in the program would also apply to any plans for Las Chollas Creek within the proposed CPU area. Finally, the Chollas Creek Enhancement Program recommends a public arts project as an approach to the ultimate development of the Bayside area, "which could balance engineering, habitat enhancement and human needs and development opportunities" (City of San Diego 2002b).

i. Applicable Permits & Regulations

Pursuant to Section 402 of the Clean Water Act, the EPA has established regulations under the NPDES program to control direct storm water discharges. In California, the State Water Resources Control Board administers the NPDES permitting programs and is responsible for developing waste discharge requirements. The RWQCB is responsible for developing waste discharge requirements specific to its jurisdiction. General waste discharge requirements that would directly apply to design and construction of development projects within the proposed CPU area include the General Construction Permit and the Municipal Storm Water Permit. These permits may be reissued several times during the life of the Barrio Logan Community Plan. In addition to the General Construction and Municipal Storm Water Permits, other permits may be applicable to specific activities or project sites.

Municipal Storm Water Permit

The RWQCB issues the Municipal Storm Water Permit in order to establish the conditions under which pollutants can be discharged from the storm drain system to local streams, coastal lagoons, and the ocean. The Municipal Storm Water Permit implements requirements of the Clean Water Act and Federal NPDES storm water

regulations. The City is a co-permittee under the Municipal Storm Water Permit. As a co-permittee, the City must implement several storm water management programs, including programs designed to control storm water discharges from new development and redevelopment. Specific sections of the Municipal Storm Water Permit that apply to design and construction include Section D.1, Development Planning Component, and D.2, Construction Component. These titles refer to required components of the City's Jurisdictional Urban Runoff Management Program, which is one of the programs that must be implemented by the City under the Municipal Storm Water Permit. The City implements these requirements through their Jurisdictional Urban Runoff Management Program, Storm Water Standards Manual, and through site-specific permanent post-construction BMPs.

Total Maximum Daily Loads

The Clean Water Act requires the development of Total Maximum Daily Loads (TMDLs) when the beneficial uses of a waterbody are found be impaired. The TMDL requires the restoration of the beneficial uses by the issuance of Waste Load Allocations requiring the responsible parties to take actions to reduce pollutant loads within a specific time schedule. This determination results in responsible parties taking actions to achieve compliance with the interim and final reductions, and verified by monitoring.

Section H of the Municipal Permit, TMDL, provides requirements for TMDLs and for the maximum amount of a given pollutant such as chemicals, bacteria, or sediment that can be released to a given water body. A TMDL is a "pollution budget" designed to help restore the beneficial uses of an impaired water body. A TMDL defines the maximum amount of a pollutant the water body can safely receive while meeting the water quality objectives identified in the Basin Plan.

Currently there are three adopted TMDLs in the Las Chollas Creek watershed. First is the Diazinon TMDL that required the complete reduction of Diazinon by 2011. The second TMDL is for dissolved copper, lead, and zinc that requires a 80.5 percent reduction of dissolved copper, lead, and zinc by 2018, and 100 percent reductions by 2028. The third TMDL is for bacteria requiring both dry weather and wet weather reductions. Dry weather has an interim 50 percent reduction, and a 100 percent reduction in 10 years. Wet requires 100 percent reduction in 20 years, and is combined with the dissolved metals implementation. All TMDLs require submission of an implementation plan or a comprehensive load reduction plan to demonstrate the methodology a responsible party plans to achieve the TMDL goals.

Comprehensive Load Reduction Plan

The City, in cooperation with the cities of Lemon Grove and La Mesa, County of San Diego, Port District, U.S. Navy, and Caltrans, proposed strategies that are identified in the Comprehensive Load Reduction Plan to comply with the TMDL reduction requirements. These strategies include non-structural activities (e.g., education, enforcement, street sweeping, rain barrel rebates, etc.), and structural controls (e.g., grass swales, detention basins, etc.) that will be implemented over the next 20 years. As mandated, the Comprehensive Load Reduction Plan was submitted to the RWQCB on October 4, 2012.

General Construction Permit

During the construction phase, any project that is one acre or greater in size, or that is less than one acre in size but is part of a larger common plan of development, would be subject to the requirements of the General Construction Permit. For coverage by the General Construction Permit, the project owner would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) describing BMPs to be used during and after construction to prevent the discharge of sediment and other pollutants in storm water runoff from the project.

Projects that are less than one acre in size and not part of a larger common plan of development are not subject to the requirements of the General Construction Permit. However, in the City, construction storm water requirements apply to all new development and redevelopment activities based on the City's Storm Water Management and Discharge Control Ordinance (SDMC Section 43.03 et. seq.). These projects are required to have a Water Pollution Control Plan, which identifies the pollution prevention measures that would be implemented.

General Industrial Permit

Industrial facilities are subject to "Waste Discharge Requirements for Discharges of Storm Water Associated with Industrial Activities Excluding Construction Activities" (General Industrial Permit). The General Industrial Permit requires the implementation of storm water management measures and development of a SWPPP for operation of existing industrial facilities and proposed new industrial facilities.

Individual Waste Discharge Requirements

Existing ship construction, modification, repair, or maintenance facilities require individual waste discharge requirements for discharge to navigable waters such as San Diego Bay. Whether individual waste discharge requirements would be needed for future development projects under the proposed CPU depends on the specific type and location of the project proposed.

Temporary Groundwater Extraction

Because the capacity of San Diego Bay to assimilate pollutants is limited, sites requiring temporary groundwater extraction (such as for dewatering during construction) would be subject to "General Waste Discharge Requirements for Discharges From Temporary Groundwater Extraction and Similar Waste Discharges to San Diego Bay, Tributaries Thereto Under Tidal Influence, and Storm Drains or Other Conveyance Systems Tributary Thereto". This permit does not cover permanent groundwater extraction discharges.

Other Regulatory Permits

Alteration to Waters of the U.S. and/or State, such as Switzer Creek, Las Chollas Creek, and Paleta Creek, would require permits issued at many levels from federal, state, and local agencies, including a Section 404 (of the Clean Water Act) Permit from the USACE, a Section 401 Water Quality Certification from the RWQCB, and a Streambed Alteration Agreement with CDFW.

4.8.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant hydrology impact would occur if implementation of the proposed CPU would:

1. Result in changes in absorption rates, drainage patterns, or the rate of surface runoff;

2. Result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body; or

3. Otherwise impact local and regional water quality, including groundwater.

4.8.3 Issue 1: Runoff

Would the proposed CPU result in changes in absorption rates, drainage patterns, or the rate of surface runoff?

4.8.3.1 Impacts

Future development projects under the proposed CPU have the potential to change surface runoff characteristics, including the volume of runoff, rate of runoff, and drainage patterns. An increase in the volume or rate of runoff could result in flooding or erosion. A change in drainage patterns could also result in flooding or erosion. This is evaluated for the local (proposed CPU area) and watershed (floodplain impacts) perspective.

a. Local (Proposed CPU Area) Impacts

While the proposed CPU, under both scenarios, would allow for an increased density, from a hydrologic perspective, the permitted changes in land use would occur in an area that is fully developed and nearly 100 percent impervious; therefore, the volume or rate of runoff is not likely to be increased by future development projects and would be the same for both scenarios. Instead, the proposed land use changes under both Scenario 1 and Scenario 2 would have some potential to slightly decrease the volume of storm water runoff because current storm water quality regulations would require implementation of LID practices that retain a portion of storm water on-site for infiltration, reuse, or evaporation.

The proposed CPU contains goals and policies to improve drainage patterns and decrease surface runoff. The Public Facilities, Services, and Safety Element contains a goal to provide a reliable system of water, wastewater, storm water, and sewer facilities to serve the existing and future needs of the community. Policies 6.1.4 and 6.1.5, implement this goal through the identification of the need to upgrade water and sewer infrastructure, as well as institute a program to clean the storm drain system prior to the rainy season. Furthermore, these policies support the installation of infrastructure to capture, minimize, and prevent pollutants in runoff from reaching the San Diego Bay and Las Chollas Creek.

The Recreation Element of the proposed CPU contains a goal to provide an open space system for the preservation and management of Las Chollas Creek and the San Diego Bay, and provides Policy 7.4.5, which promotes the protection of natural terrain and drainage of Barrio Logan's open space along Las Chollas Creek for the preservation of natural habitats and cultural resources, and the improvement of water quality.

The Conservation Element of the CPU provides several goals and policies related to the improvement of the hydrology and drainage within the proposed CPU area. Policies 8.2.6 through 8.2.8 promote water efficient practices, including landscape design through a drought tolerant plant palette, use of recycled or gray water for irrigation, and continued education of the public about water resource conservation opportunities.

Policies 8.2.9 through 8.2.15 include policies related to urban runoff management to ensure cleaner storm water discharges into Las Chollas Creek and San Diego Bay and to increase use of sustainable storm water techniques. Specifically, these policies encourage new development and infrastructure to implement LID design measures (i.e., porous paving, green roofs, bioswales, etc); support the retrofitting of existing buildings and landscaping to better divert and capture storm water runoff; as necessary, maintain and retrofit existing drainage structures that drain into natural areas; and encourage neighborhood practices for preventing and removing buildup of trash and pet waste on land surfaces.

In addition to the above referenced policies, all development in the City is subject to drainage regulations through the SDMC, which requires that the existing flows of a property proposed for development be maintained to ensure that the existing structures and systems handling the flows are sufficient. Development that adheres to this basic objective of the existing drainage regulations would not be expected to result in alterations to existing drainage patterns in a manner that would result in flooding or erosion on- or off-site. Adherence to the requirements of the City's Drainage Design Manual and Storm Water Standards Manual, which require installation of LID practices such as bioretention areas, pervious pavements, cisterns, and/or rain barrels, can be expected to improve surface drainage conditions or, at a minimum, not exacerbate flooding or cause erosion. All of these requirements would be effective regardless of the proposed CPU land use scenario. Furthermore, future development that would adhere to these requirements would likely reduce the volume and rate of surface runoff compared to the existing condition rather than increase runoff. The quantity of runoff reduction would depend on the actual design of open space and pervious areas, and the manner of implementation of these low-impact development practices. Impacts under both Scenario 1 and Scenario 2 would be less than significant.

Consistent with the analysis above, all future development within the area proposed for the Coastal Categorical Exclusion Area would be required to demonstrate that the proposed development would not result in greater flows than currently exist, and that appropriate LID design and BMPs have been integrated into the project design as part of the ministerial review process. Therefore, impacts associated with the proposed Coastal Categorical Exclusion would be less than significant.

b. Floodplain Impacts

The proposed CPU area is located at the downstream outlet of the three major creeks that drain through the community (Switzer Creek, Las Chollas Creek, and Paleta Creek) to San Diego Bay. All of the creeks are primarily conveyed in engineered conveyance systems which are not susceptible to erosion through, or downstream of, the community. While neither scenario proposes to place housing within a 100-year flood hazard area, future development along the floodplain could have the potential to increase flooding on- or off-site.

The proposed CPU under both Scenario 1 and Scenario 2 designates parcels as Prime Industrial within the 100-year flood hazard area of South Las Chollas Creek (Zone A on Figure 4.8-4a and 4.8-4b), approximately bounded by I-5 and SR-15, Thor Street, and Main Street. Base flood elevations have been determined, and development in this area must be elevated above the base flood elevations, or new structures that are not elevated must be flood proofed below the base flood elevation. The City requires that the lowest floor of any structure be elevated at least two feet above the base flood elevation to protect from flooding, and fully enclosed areas below the lowest floor that are subject to flooding shall comply with FEMA's requirements for flood proofing (SDMC Section

143.0146(c)). Pursuant to SDMC Section 143.0145, any future specific development projects must be studied to determine the effects to base flood elevations and ensure they will not result in flooding, erosion, or sedimentation impacts on or off-site.

Under both Scenario 1 and Scenario 2 of the proposed CPU, there is an area northeast of Cesar Chavez Park that intersects the 100-year flood hazard area of Switzer Creek (Zone A on Figures 4.8-4a and 4.8-4b) designated as Prime Industrial. This Zone A area represents overflow from existing undersized culverts outside of the proposed CPU area. Future specific development projects in this area would be required to demonstrate that the passage of floodwater would not be blocked or result in an increase in flooding on- or off-site. There is no FEMA Flood Zone associated with Paleta Creek within the proposed CPU area.

Floodplain regulations in the City are in effect regardless of the proposed CPU. Through future projects' compliance with these regulations, flood hazard impacts associated with the proposed CPU under either scenario are anticipated to be reduced to a less than significant level through project design.

With respect to the proposed Coastal Categorical Exclusion and ministerial review process for future development, all of the area included for this streamlined review process would be outside of the identified floodplains discussed above. Therefore, no impact associated with floodplain development is anticipated for the adoption of the Coastal Categorical Exclusion under either scenario.

4.8.3.2 Significance of Impacts

All development is subject to drainage and floodplain regulations in the SDMC, and would be required to adhere to the City's Drainage Design Manual and Storm Water Standards Manual. Therefore, with future development, the volume and rate of overall surface runoff within the proposed CPU would be reduced when compared to the existing condition. Impacts would be less than significant at the project level, but significant at the cumulative level as discussed in Section 7.8.

In addition, through future projects' compliance with flooding regulations and design requirements, flood hazard impacts associated with the proposed CPU would be reduced to a less than significant level.

With respect to the proposed Coastal Categorical Exclusion, similar to the above determination, future development within this area would be required to demonstrate that the surface flow rate would not be increased beyond the existing condition. Furthermore, the Coastal Categorical Exclusion Area would be located outside of any mapped floodplains. Therefore, the proposed Coastal Categorical Exclusion would result in a less than significant impact to runoff. No mitigation would be required.

4.8.4 Issue 2: Pollutant Discharge

Would the proposed CPU result in a substantial increase in pollutant discharge to receiving waters and increase discharge of identified pollutants to an already impaired water body?

4.8.4.1 Impacts

Future development projects under either proposed CPU scenario would have the potential to change pollutant discharges. As discussed above in relation to drainage, the volume of runoff within the proposed CPU area is not expected to increase as a result of future development and may even be slightly reduced through the required implementation of LID design. Furthermore, the pollutants that are listed for the area tributaries, such as various trace metals (e.g., copper, lead, zinc, and mercury), indicator bacteria, sediment toxicity, and PCBs, would likely be reduced with implementation of storm water BMPs, as much of the existing development in the area was constructed before the storm water regulations were adopted. The LID practices described above not only reduce pollution by reducing runoff volume, but also can provide treatment by filtration and microbial action for runoff that will ultimately be discharged through underdrains. The existing development typically does not include any other structural practices to prevent the transport of pollutants off-site, such as trash traps or manufactured filtration devices. Currently, only specific industries subject to the General Industrial Permit may have implemented some storm water management practices to control pollution.

Under current storm water regulations in the City, all projects requiring discretionary approvals are subject to certain minimum storm water requirements. Types of storm water BMPs required for new development include site design, source control, and treatment control practices, many of which overlap with LID practices. Standard plan check review of future projects would occur in the Coastal Categorical Exclusion Area, under a ministerial review, prior to issuance of building permits. Before building permits are issued, documentation of specific storm water BMPs and LID practices are required. The storm water BMPs would reduce the amount of pollutants transported from a future proposed development project to receiving waters. Impacts would be less than significant.

In addition, the RWQCB has initiated TMDL studies for the specific pollutants that are currently causing impairment of Las Chollas Creek and the San Diego Bay Shoreline. TMDL studies ultimately are used to establish control actions needed to restore and protect bodies of water. Once the TMDLs are developed and adopted, control actions will be implemented through the Municipal Storm Water Permit, and any applicable requirements for new development or redevelopment will be implemented through the City's Storm Water Standards Manual.

4.8.4.2 Significance of Impacts

New development under the proposed CPU would be required to implement storm water BMPs into project design to address the potential for transport of pollutants of concern through either retention or filtration. Furthermore, because much of the existing development was constructed before the storm water regulations were adopted, the future development within the proposed CPU area would likely result in a decrease in surface flows that contain pollutants of concern that affect local tributaries and water bodies. The implementation of LID design and storm water BMPs would reduce the amount of pollutants transported from Barrio Logan to receiving waters. Impacts would be less than significant, and no mitigation would be required.

4.8.5 Issue 3: Water Quality

Would the proposed CPU otherwise impact local and regional water quality, including groundwater?

4.8.5.1 Impacts

Based on the Basin Plan, there are currently no designated beneficial uses for groundwater underlying the proposed CPU area, which is in the Pueblo San Diego HU. Future development under the proposed CPU has potential to improve groundwater quality through removal of potential sources of groundwater contamination, such as small chemical storage facilities and metal plating shops that have the potential for releases of hazardous material. Current storm water regulations that require infiltration of some storm water runoff where feasible include design requirements for protection of groundwater resources. Therefore, the proposed CPU under either scenario would not be expected to impact groundwater quality.

Roadway variables, including truck traffic, curbs, barriers, grass shoulders, landscaping; traffic characteristics such as speed and braking; vehicle characteristics such as age and maintenance; roadway composition and maintenance practices; and societal practices (e.g., littering) also affect pollutant concentrations. The City requires implementation of storm water BMPs for streets that would reduce the flow of pollutant concentrations to receiving waters. Adherence to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, for design of new development and infrastructure under the proposed CPU, can be expected to improve water quality conditions, or at a minimum, to not exacerbate existing water quality impairments. Impacts would be less than significant.

Consistent with the analysis above, all future development within the Coastal Categorical Exclusion Area would be required to demonstrate that the proposed development would not result in any increase in pollutant concentrations beyond those that presently exist, and would not affect water quality conditions associated with both surface waters and groundwater. Therefore, the proposed Coastal Categorical Exclusion would result in a less than significant impact.

4.8.5.2 Significance of Impacts

Because future development would adhere to the requirements of the MS4 permit for the San Diego Region and the City's Storm Water Standards Manual, water quality conditions, both surface and groundwater, are not expected to have an adverse effect on water quality. Impacts would be less than significant, and no mitigation would be required.

4.9 Population and Housing

4.9.1 Existing Conditions

During the 2000 U.S. Census, the population for the City was recorded at more than 1.2 million people, an estimated 10 percent increase over 1990 levels of 1.1 million. The population of San Diego continues to grow, and in 2010, the U.S. Census counted more than 1.3 million people.

SANDAG has produced growth forecasts of population, housing, employment, income, and land use in the San Diego region since 1971. These forecasts help SANDAG and local jurisdictions plan appropriate facilities, services, and development practices over the long term. The population forecasted by SANDAG indicates that the City will increase approximately 27 percent, to more than 1.6 million people, by 2030, and 46 percent, to more than 1.9 million people, by 2050 (SANDAG 2012).

The total housing units to accommodate the population growth will also increase. From 1990 to 2000, there was an increase in total housing units from approximately 432,000 units to approximately 470,000 units citywide. In 2010, the U.S. Census counted approximately 508,000 total housing units, and this is anticipated to increase to more than approximately 630,000 housing units by 2030, and 722,000 housing units by 2050 (SANDAG 2012). Single-family units currently make up approximately 55 percent of the total housing stock, and this is anticipated to decrease to approximately 44 percent by 2030, and 38 percent by 2050, as new multi-family units are built (SANDAG 2012).

In 2010, the total population for the proposed CPU area was 4,865 people. This includes 4,355 people living in households and 510 people living in group quarters. This does not include military personnel residing at Naval Station San Diego, which is 6,530 persons and fluctuates based on deployment of military personnel. The adopted Community Plan is estimated to result in a household population of 9,801 people at build-out.

The proposed CPU area has 1,244 total existing housing units (SANDAG 2012). Projected build-out of the adopted Community Plan would result in 2,757 total housing units. SANDAG's Population and Housing Forecast (Series 12) forecasted a demand for 3,131 housing units by the year 2030.The SANDAG forecasted housing demand for the year 2030 exceeds the estimated adopted Community Plan build-out, which is attributed to current land use, population and demographic trends.

The proposed CPU area makes up approximately 0.3 percent of the City's population. Table 4.9-1 provides a comparison of the existing population and housing estimates for the proposed CPU area and the City as a whole. Approximately 61 percent of the total

existing housing stock in the proposed CPU area is multi-family, while citywide the total existing housing stock for multi-family is 59 percent. The proposed CPU area has a current 3.81 persons-per-household (PPH) ratio, which is greater than the current citywide ratio of 2.80 PPH (SANDAG 2012). The proposed CPU area has a median (adjusted for inflation) annual income of approximately $26,761, which is 57 percent lower than the median income citywide of $63,198.

TABLE 4.9-1
EXISTING POPULATION AND HOUSING COMPARISON

Area and Population	Housing Stock				Persons per Household	Median Household Income
	Single Family		Multi-Family[1]			
	Units	%	Units	%		
City of San Diego 1,353,993	210,699	41%	300,027	59%	2.80	$63,198
Barrio Logan[2] 4,865	480	39%	764	61%	3.81	$26,761

Source: SANDAG 2012
[1] Includes Single Family – Multiple-Unit and Multi-Family
[2] Totals do not include Naval Station San Diego population and housing data

4.9.1.2 Plans and Policies

a. Regional Comprehensive Plan

SANDAG's RCP provides a growth management strategy that aims to preserve natural resources and limit urban sprawl. In accordance with smart growth principles, the overall goal of the RCP is to strengthen the integration of local and regional land use, transportation, and natural resource planning. Strategies to locate new housing within already urbanized communities close to jobs and transit is intended to help conserve open space and rural areas, rejuvenate existing neighborhoods, and shorten long commutes (SANDAG 2004).

The RCP is the principal planning tool for regional growth, planning, and infrastructure investment. In addition to stating the need for application of smart growth strategies in the siting and development of new housing, the RCP considers housing needs for the region, including housing choices in all price ranges. The RCP states that homes need to be affordable to persons of all income levels and accessible to persons of all ages and abilities.

The role of SANDAG in the local general plan housing element process is the preparation of the Regional Housing Needs Assessment. SANDAG and the California Department of Housing and Community Development determine each region's share of

the state's housing need for the five-year housing element cycle based on growth projections. This number represents the amount of new housing units the region will need to plan for during the next housing element cycle. Then SANDAG works with the local jurisdictions to allocate overall regional housing needs to each jurisdiction in four required income categories (very low, low, moderate, and above moderate).

b. General Plan Housing Element

Consistent with regional plans and policies provided in SANDAG's RCP, the City's General Plan promotes the City of Villages Strategy to address forecasted population growth and development needs through effective and innovative redevelopment and infill projects. This Strategy focuses growth into villages or mixed-use activity centers that are pedestrian friendly, offer a variety of housing types and range of densities, and are linked to a transit system.

The City's 2005–2010 Housing Element, adopted in December 2006, as part of the General Plan, more specifically analyzes the City's housing needs and identifies potential sites for the provision of additional housing in the City. In characterizing the existing housing supply and trends since 1970, the Housing Element (City of San Diego 2006) states that:

> …Single-family detached dwellings continue to dominate San Diego's housing inventory, although their proportion has dropped from 1970 to 2004. In 1970, single-family units comprised 65 percent of all housing units, and at the start of 2004 it was 55.7 percent, while multi-family units comprised 43 percent. The remaining one percent or so are mostly mobile homes.

The Housing Element concludes that there is adequate residentially designated land available to meet housing needs for the current five-year cycle, but "eventually it will be necessary to rezone and redesignate more [residential] land to create capacity for more housing supply, especially after 2015" (City of San Diego 2006). It is anticipated that this process would occur as community plans are updated. The Housing Element emphasizes that "new housing must be well designed and permitted only in appropriate locations consistent with the City of Villages concept [and] gaining community acceptance of the higher-density housing that will need to be built will be a most challenging task" (City of San Diego 2006).

Approximately 20 percent of the housing stock in the proposed CPU area was constructed before 1940. Nearly 70 percent of the housing stock was built before 1970 (SANDAG 2003b). The Housing Element uses seven categories to describe the communities within the City. According to the Housing Element, Barrio Logan's grid system, made up of a mix of low- to medium-density development with multi-family infill, is a pre-World War II community. These areas developed from 1880–1930 during the

streetcar era are now regulated under the BLPDO (City of San Diego 2006). Like other older communities, these are areas most suited to redevelopment or infill projects.

c. Barrio Logan/Harbor 101 Community Plan

The Socioeconomic Element of the adopted Community Plan describes the proposed CPU area as a low-income community when compared with the rest of the City, and a community with a substantial population below the poverty level. While change has occurred over the years, the 2009 unadjusted annual median household income remains low when compared to the citywide average, and approximately 33 percent of households earn less than $30,000 annually (SANDAG 2012).

The population in the proposed CPU area has a higher rate of minorities, lower education levels, and more non-skilled and semi-skilled workers compared to citywide averages. The median age in 2009 was 27.3 years (SANDAG 2012). In response to recognized community needs, recommendations in the adopted Community Plan relevant to housing and population encourage development of new housing through rehabilitation and housing assistance programs for low- and moderate-income families and a range of other measures to provide more effective economic development, increased community cohesion and facilities, and expanded education and employment opportunities. Implementation of these recommendations is intended to raise resident's employment skill levels and the community's median income over time, which in turn expands opportunities for home ownership.

Recent development in accordance with the adopted Community Plan and smart growth principles has resulted in the approval and development of several projects, including the Mercado Apartments, Mercado del Barrio Residential/Commercial Center, Gateway Family Apartments, La Entrada Family Apartments, and the Los Vientos Family Apartments.

4.9.1.3 Housing Affordability

In concert with housing shortages, regional housing authorities cite the current and projected lack of affordability of available housing as a major concern in the San Diego region.

A primary goal of the City's Housing Element is to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities. The City's Housing Element includes an introduction titled "San Diego's Affordable Housing Crisis," which notes that "the overall housing situation in the City has markedly worsened during the five years that have passed since the 1999-2004 Housing Element was adopted." And, while "the lack of affordable housing was primarily a problem for low- and very low-income residents and for people with special needs [in the past]; today a large majority of San Diegans cannot afford to purchase the median

price home in this City or region . . . and a large number of working people cannot afford any housing in the region—rental, or for sale" (City of San Diego 2006).

To conform to state law that requires each jurisdiction to meet their fair share of the regional housing need, the City adopted an ordinance pertaining to the provision of affordable housing through inclusionary zoning. Inclusionary housing programs are one method for cities to ensure that units for low- and moderate-income families are built along with market rate units. The City's ordinance is contained within Section 142.1300 et seq. of the LDC. The inclusionary zoning policies are consistent with the goals of the Housing Element to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities. The ordinance generally applies to developments of two or more homes. This program requires that 10 percent of the total dwelling units in a proposed development shall be affordable to targeted rental households or targeted ownership households. This requirement can be met by building on-site or off-site in the same community or through payment of the Inclusionary Affordable Housing Fee. This fee goes into an Inclusionary Housing Trust Fund administered by the Housing Commission, which finances affordable housing development in the City.

To minimize displacement of existing residents as communities redevelop over time, the General Plan contains policies to ensure that planning and development of balanced communities provides opportunities for local citizen involvement, with a goal to disperse affordable housing projects throughout the City. These policies also aim to:

- Achieve a balance of incomes in all neighborhoods and communities.
- Provide a variety of housing types, sizes, and prices in residential and village developments.
- Provide affordable housing to offset the displacement of the existing population within the community, striving for balanced commercial development and accessible and equitably distributed social services throughout the City.
- Provide linkages between employment areas, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.
- Include a variety of different land use types in order to provide opportunities for a diverse mix of uses within the community.

Several new housing projects located primarily in the northern and central areas of the proposed CPU area are adding to the stock of affordable housing. Built in 1995, the Mercado Apartments include 144 townhome-style units in the central portion of the proposed CPU area. The recently constructed Gateway Apartments, located on Logan Avenue, provide 42 new affordable units. Also on Logan Avenue, La Entrada has 85

affordable rental units. Finally, an affordable housing project known as Los Vientos, completed in 2009, adds three- and four-bedroom apartment units to the housing stock

4.9.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant population and housing impact would occur if implementation of the proposed CPU would:

1. Result in development, redevelopment, or infrastructure expansion that could displace substantial numbers of people or housing, necessitating the construction of replacement housing (elsewhere).

4.9.3 Issue 1: Population Displacement

Would implementation of the proposed CPU result in development, redevelopment, or infrastructure expansion that could displace substantial numbers of people or housing, necessitating the construction of replacement housing (elsewhere)?

4.9.3.1 Impacts

SANDAG population projections for the proposed CPU area indicate that population will increase over time, regardless of whether the proposed CPU were to be implemented. To accommodate expected growth, the proposed CPU under both Scenario 1 and Scenario 2 would redesignate some existing single-family residential areas as Neighborhood Commercial (Residential Permitted), Neighborhood Commercial (Residential Prohibited), and Prime Industrial use in accordance with City policies, goals, and regulations.

As shown in Table 4.9-2, the single-family dwelling units would be reduced as compared to 2003 and existing levels with the implementation of either Scenarios 1 or 2. The availability of multiple-family housing would be substantially increased.

TABLE 4.9-2
EXISTING AND ESTIMATED
DWELLING UNITS AND POPULATION[1]

Use	Existing [1]	Adopted Community Plan (Build-out) [2]	Scenario 1 (Build-out) [2]	Scenario 2 (Build-out) [2]
Single-family	480	31	69	56
Multi-family[3]	764	2,726	3,738	3,177
Total	1,244	2,757	3,807	3,233
Population	4,865	9,801	13,534	11,493

NOTE: The methodology used to calculate future build-out for housing and household population is included as Appendix J.

The projected population for plan build-out Scenario 1 would be 13,534, and for Scenario 2, 11,493. The projected build-out population under the adopted Community Plan is 9,801 and 10,883 for the SANDAG 2030 growth estimate. Scenario 1 would represent an increase in population over the build-out of the adopted Community Plan and the SANDAG Series 12 projections for 2030 of 3,733 and 2,651, respectively. Scenario 2 would represent an increase, however substantially lower than both build-out of the adopted Community Plan and the SANDAG Series 12, of 1,692 and 610, respectively. Both scenarios would provide for the necessary housing stock of both multi-family and single-family units forecasted under the SANDAG Series 12 modeling. The supply would ensure that potential population growth could be accommodated within the proposed CPU, and not result in the need for redistribution of more housing units into neighboring communities. The supply would also ensure that substantial numbers of people would not be displaced. Any displacement of residents from future development under the proposed CPU would be temporary in nature, and therefore is determined to be less than significant.

The effect of this increase in local population on existing infrastructure and public services is discussed further in Sections 4.10, Public Utilities, and 4.11, Public Services and Facilities.

The above estimated growth from implementation of the proposed CPU would be supported through ongoing implementation of major programs outlined in the 2008 City General Plan, which include the following:

- Inclusionary Housing Ordinance (2003), which provides tenants who may be displaced due to condominium conversion of rental units the equivalent of three months' rent to assist in relocation;

- Affordable Housing and Sustainable Buildings Expedite Program (2003), which reduces processing time by up to 50 percent for projects that meet established criteria as affordable/infill projects or sustainable projects; and

- Housing Trust Fund (1990), which utilizes fees collected from nonresidential development to subsidize the construction of affordable housing units.

As discussed in the City's 2006 Housing Element, the City has identified "potential future infill housing opportunities sites" throughout the City. The proposed CPU area is identified as an area for infill housing opportunities due to its proximity to light-rail and bus transit stations, as well as employment opportunities. Both Scenario 1 and Scenario 2 would provide new multi-family housing consisting mostly of two-bedroom, three- to four-story, low- to moderate-income apartments, to meet the needs of the residents of the community. While the redevelopment of land under both land use plan scenarios could result in the displacement of individuals currently living in the community, it is likely that this displacement would only be temporary and that any affected individuals would be able to relocate to new dwelling units within the proposed CPU at an affordable level. Furthermore, regardless of the scenario selected, the proposed CPU would substantially increase the total number of housing units that currently exist in the proposed CPU area, including affordable housing (see Table 4.9-2). Therefore, the proposed CPU and associated land use plan under both Scenario 1 and Scenario 2 would result in a less than significant impact.

With respect to the proposed Coastal Categorical Exclusion, the processing of future development projects under a ministerial process would both streamline the process and incentivize development within this subarea of the proposed CPU. If affordable units were affected by a future development project, under state law those residents would need to be notified and alternate housing identified prior to the removal of the existing housing stock. Verification of this effort would be required to be presented to City staff prior to the issuance of a demolition or building permit. Therefore, population displacement impacts associated with the proposed Coastal Categorical Exclusion would be less than significant.

4.9.3.2 Significance of Impacts

Considering the need for additional and affordable housing in the City and the proposed CPU area in particular, the additional housing provided by the proposed CPU under either scenario would not result in a significant impact. Any displacement of residents from future development under the proposed CPU would be temporary in nature, and therefore is determined to be less than significant. Furthermore, the local population increase is consistent with the adopted General Plan and smart growth principles in that the proposed CPU area is located close to transit, is served by existing public infrastructure, and is close to major urban amenities and jobs. Impacts under this threshold would be less than significant for both Scenario 1 and Scenario 2. No mitigation would be required.

4.10 Public Utilities

4.10.1 Existing Conditions

4.10.1.1 Water Supply

a. City of San Diego

The City purchased the water supply system in 1901, and through continual expansion provides water service to more than 1.3 million residents over 404 square miles of developed land in the south central portion of San Diego County, including the proposed CPU area. The City's PUD purchases up to 90 percent of its water from the San Diego County Water Authority (Water Authority), which in turn purchases most of its water from the Metropolitan Water District (MWD). While the PUD imports the majority of its water, it also relies on local surface water, recycled water, and conservation.

The City water system consists primarily of nine raw water storage facilities with over 408,000 AF of storage capacity, three water treatment plants, 31 treated water storage facilities, and more than 3,213 miles of transmission and distribution lines. The local surface raw water storage facilities are connected directly or indirectly to the City's water treatment operations, Otay Water Treatment Plant, Alvarado Water Treatment Plant, and Miramar Water Treatment Plant. These three plants have a total capacity of 294.4 million gallons per day.

The City's two recycled water facilities, North City Water Reclamation Plan and South Bay Water Reclamation Plant, were built to treat wastewater to a level approved for landscaping irrigation, manufacturing, and other specified non-potable uses. These recycled water facilities not only provide water to City residents and business, but also to other jurisdictions and water districts, including the City of Poway and the Olivenhain Municipal Water District. As part of the City's water resource strategy, the Water Purification Demonstration Project is examining the use of advanced water purification technology to provide additional water supply. The Demonstration Project will determine the feasibility of a full-scale reservoir augmentation project, which would diversify San Diego's water supply and reduce its dependence on imported water.

The PUD emphasizes the importance of water conservation to minimize water demand and avoid excessive water use. The PUD's Water Conservation Program, established in 1985, accounts for approximately 34,000 AF of potable water savings per year. These savings have been achieved through creation of a water conservation ethic and implementation of programs, policies, and ordinances designed to promote water conservation practices, including irrigation management. In accordance with Municipal Code Section 147.04, all residential, commercial, and industrial buildings, prior to a

change in ownership, are required to be certified as having water-conserving plumbing fixtures in place. The PUD also examines new water saving technologies and annually checks progress toward conservation goals, working collaboratively with the MWD and Water Authority to formulate new conservation initiatives.

The City developed a Long-Range Water Resources Plan (2002–2030) in order to address the projected need for additional water supplies. This Plan detailed existing water supplies, new water supply opportunities, objectives and performance measures, and ultimately conclusions and recommendations. The Plan is to be implemented in three phases in order to meet the City's growing demands and to make adjustments as necessary. The three phases are 2010, 2020 and 2030.

In May 2011, the City issued a draft 2010 Urban Water Management Plan (UWMP) which addresses the City's water system, water supply sources, historic and projected water use, and provides a comparison of water supply to water demands during average, single-dry, and multiple-dry year periods. The UWMP was prepared in accordance with the Urban Water Management Act (as amended, California Water Code, Sections 10610 through 10656), which requires every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 acre-feet of water annually, to adopt and submit a plan every five years to the California Department of Water Resources.

In accordance with the Conservation Element of the City's General Plan (Policy CE-A.11), development projects shall implement sustainable landscape design such as planting "deciduous shade trees, evergreen trees, and drought-tolerant native vegetation, as appropriate, to contribute to sustainable development goals" and using "recycled water to meet the needs of development projects to the maximum extent feasible" to aid in water conservation (City of San Diego 2008a).

The proposed CPU is served by existing six-inch- to 16-inch-diameter public water lines located in a grid pattern within the connecting streets and is distributed to business and residences through private water lines that connect to the public water main. Two large diameter (20- to 24-inch) water mains are located within the proposed CPU area.

b. Metropolitan Water District of Southern California

The MWD was formed in 1928, to develop, store, and distribute supplemental water in southern California for domestic and municipal purposes. The MWD is a wholesale supplier of water to its member agencies, which includes the Water Authority. It obtains supplies from local sources as well as the Colorado River via the Colorado River Aqueduct which it owns and operates, and the Sacramento-San Joaquin Delta via the State Water Project. Planning documents such as the Regional Urban Water Management Plan (RUWMP) and Integrated Water Resources Plan (IWRP) help to

ensure the reliability of water supplies and the infrastructure necessary to provide water to southern California.

MWD's 2010 RUWMP (November 2010) documents the availability of these existing supplies and additional supplies necessary to meet future demands, includes the resource targets included in the IWRP, and contains a water supply reliability assessment that includes a detailed evaluation of the supplies necessary to meet demands over a 25-year period in average, single-dry year and multiple-dry year periods. The recently adopted IWRP (October 2010) identifies a mix of resources (imported and local) that, when implemented, will provide 100 percent reliability for full-service demands. Services demands will be met through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking and water transfers, through year 2035.

c. San Diego County Water Authority

The Water Authority purchases water from the MWD that is delivered to the region through two aqueducts. Of the MWD's 26 cities and member agencies, the Water Authority is the largest member agency in terms of deliveries and purchases, with about 25 percent of all the water that MWD delivered in fiscal year 2007. As a retail member agency of the Water Authority, the PUD purchases water from the Water Authority for retail distribution within its service area.

The Water Authority's 2010 UWMP was adopted by the Water Authority Board on June 23, 2011, in accordance with state law and the RUWMP. The Plan contains a water supply reliability assessment that identified a diverse mix of imported and local supplies necessary to meet demands over the next 25 years in average, single-dry year, and multiple-dry year periods. The UWMP documents that no shortages are anticipated within its service area. The Water Authority also prepared an annual water supply report for use by its members that provides updated documentation on existing and projected water supplies.

d. Water Supply Assessment and Verification

SB 221 and SB 610 went into effect January 2002, with the intention of linking water supply availability to land use planning by cities and counties. SB 610 requires water suppliers to prepare a Water Supply Assessment (WSA) report for inclusion by land use agencies during the CEQA process for new developments subject to SB 221. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivision of land under the State Subdivision Map Act. As defined in SB 221 and SB 610, large-scale projects include residential development projects of more than 500 residential units and/or shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space.

The PUD prepared a WSA report for the proposed CPU (October 2011), which is included as Appendix G to this PEIR. The WSA was prepared for the proposed CPU to assess whether sufficient water supplies are, or will be, available to meet the projected water demands associated with both of the land use scenarios proposed. Because no subdivision of land is proposed as part of this project, this WSA was prepared in compliance with the requirements of SB 610. This report includes, among other information, identification of existing water supply entitlements, water rights, water service contracts, or agreements relevant to the identified water supply for the proposed CPU; and quantities of water received in prior years pursuant to those entitlement, rights, contracts, and agreements. The WSA was prepared for Scenario 1 and Scenario 2, as either scenario could be implemented by decision makers. Since completion of the WSA, the land use map for Scenario 2 was revised; however, the revised Scenario 2 would result in fewer multi-family dwelling units (and thus would require less water than calculated for Scenario 2 prior to the revision). Therefore, the analysis contained within the WSA and this section is conservative.

4.10.1.2 Sewer

The PUD provides wastewater collection, treatment, and disposal services to the San Diego region through its Metropolitan Sewerage System. Wastewater is conveyed to the North City Reclamation Plant, the Point Loma Wastewater Treatment Plant, and the South Bay Water Reclamation Plant. Treated effluent is discharged to the Pacific Ocean through two ocean outfalls, one at Point Loma and the other north of the International Border with Mexico. Solids from the wastewater treatment plants are processed at the Metro Biosolids Center located at the Marine Corps Air Station (Miramar).

The largest Pump Stations are Pump Stations #1 and #2. Pump Station #1 is located on East Harbor Drive, collects all of south San Diego's wastewater, and has an average daily flow of 75 million gallons (City of San Diego 2011c). The wastewater flows north via the eight-mile South Metro Interceptor to Pump Station #2, located on North Harbor Drive. The average daily flow into Pump Station #2 is approximately 180 million gallons. This station pumps the wastewater to the Point Loma Wastewater Treatment Plant through two 8-inch force mains (City of San Diego 2011c).

The proposed CPU area is served by an existing sewer system. A 78-inch trunk sewer runs underneath Newton Avenue. A 36-inch to 48-inch sewer pipe exists underneath East Harbor Drive. Smaller sewer lines collect laterally from these two sewer mains.

The City is operating under a Partial Consent Decree given litigation over past sewer spills. The need exists to upgrade or replace many pipelines, trunk sewers, and pump stations to meet the City's wastewater management needs in accordance with state and federal requirements (City of San Diego 2008d).

4.10.1.3 Solid Waste

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (Municipal Code Section 66.0127), which was adopted in 1919 by the residents of San Diego because the contracted private solid waste disposal companies were profiting from the sale of publicly-generated waste. The City provides free solid waste collection services to primarily single-family homes, and some multi-family and commercial/business customers through General Fund monies. Most multi-family residences are not served and are required to fund and contract directly with private haulers for trash and recycling collection.

Solid waste generated in the City is primarily taken to three landfills; either the City's Miramar Landfill, located north of SR-52; the Sycamore Sanitary Landfill, located within the City of Santee, east of I-15 and operated by Republic Services; or the Otay Landfill, located within Chula Vista, north of I-905 and also operated by Republic Services. Based on current and projected disposal rates, and permitted disposal limits, the San Diego region is anticipated to exceed the ability of existing landfills to accept waste within the next 10 years unless landfill expansions are approved.

The Miramar Landfill is permitted to receive 8,000 tons per day, and on average, it receives less than 1,000,000 tons per year. The anticipated closure date for the landfill is 2022. The Sycamore Landfill is permitted to receive a maximum of 3,965 tons per day, although the permit and the facility franchise are inconsistent. The owner/operator is currently proposing a significant increase in throughput, together with a major expansion of the height and footprint of the facility. The Sycamore Landfill, based on a 3,965-ton-per-day limit, is expected to operate until 2031. In order to meet the region's long-term (year 2050) solid waste needs, the Sycamore Landfill expansion has been proposed. The Sycamore Landfill Master Plan proposes to increase the landfill capacity to 157 million cubic yards, which would allow an increase from 3,965 tons per day to approximately 11,450 tons per day. With the proposed expansion, the landfill would be operational until approximately 2050. This increase in landfill capacity is not currently approved or permitted, and therefore cannot be guaranteed to be completed at this time. The Otay Landfill is permitted to receive 5,830 tons per day. Permits were recently modified, which reduced the overall height of the landfill with no loss of capacity. The Otay Landfill is expected to serve the region through 2021 (CalRecycle 2012).

In an effort to address landfill capacity and solid waste concerns, the California Legislature passed the Integrated Waste Management Act in 1989 (AB 939), which mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. In response, the City Environmental Services Department (ESD) developed the Source Reduction and Recycling program that outlines waste management policies and programs to meet the City's long-term disposal needs and achieve the mandated waste reduction. Since 2004, the City has diverted more than 50 percent of its generated waste stream from disposal. The City adopted the Recycling

Ordinance in November 2007, and phased implementation of the ordinance over the next two years.

The State enacted AB 341 in 2011, which established a policy goal for California that not less than 75 percent of solid waste generated be source-reduced, recycled, or composted by 2020. A report was prepared and issued in May 2012, detailing strategies to achieve this goal primarily through recycling. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle.

Relative to development activities, pursuant to the City's Significance Determination Thresholds, any land development project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals and must include: projected waste generation calculations and identification of the types of waste materials generated; description of how materials would be reused on-site; identification of source separation techniques for recycling; and identification of recycling and reuse facilities where waste would be taken if not reused on-site. The WMP reduces solid waste impacts to below a level of significance. In tandem with the WMP, all new development projects must comply with the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage.

The proposed CPU area hosts several large recycling facilities that are used by businesses and residents within and proximate to the community. Table 4.10-1 lists recycling facilities in, and near, the proposed CPU area. Of the 13 recycling facilities, four are listed as Certified "Source Separated Recycling" or "Construction and Demolition Recycling" facilities by the City. This certification is applied to recycling businesses that achieve a rate of diversion that satisfies or exceeds the amount mandated by the City. These facilities include Carpet Pad Collections, IMS Recycling Services, Pacific Coast Recycler Allways, and Vintage Architectural.

TABLE 4.10-1
RECYCLING FACILITIES

Facility	Location	Materials Accepted
*SA Auto Dismantling	3202 Main Street	Auto recycling, scrap metal
A & B Truck Recycling	2863 Commercial Street	Auto, scrap metal
Carpet Pad Collections	2501 Commercial Street	Carpets
*F & D Foreign Recycling	1684 Logan Avenue	Auto
*Green Shredding	2070 Logan Avenue	Eco-friendly paper shredding
*IMS Recycling Services	2740 Boston Avenue	Non-ferrous metals, fibers, mixed paper, newspaper. CRV items, universal waste such as CRTs
*IMS Recycling Services	2731 Newton Avenue	Scrap metal
*IMS Recycling Services	2697 Main Street	Scrap metal
J & R Recycling	3374 National Avenue	Auto, scrap metal
Pacific Coast Recycler Allways	3055 Commercial Street	Auto, scrap metal, electronics
Time Recycling Center	412 Cesar E Chavez Parkway	NA
*Vintage Architectural	1861 Main Street	Reuse
*EDCO Recycling	3660 Dalbergia Street	EDCO Recovery and Transfer is an enclosed, waste-processing facility

SOURCE: City of San Diego, Environmental Services Department, October 2009b
* Denotes facility within the CPU area.
CRV = California Redemption Value (e.g. bottles)
CRT = Cathode Ray Tube (e.g. computer monitors and television)
NA = Information not available

4.10.1.4 Energy

a. Electricity

SDG&E is the owner and operator of electricity transmission, distribution, and natural gas distribution infrastructure in San Diego County, and currently provides gas and electric services to the proposed CPU area. SDG&E is regulated by the California Public Utilities Commission (CPUC). The CPUC sets the gas and electricity rates for SDG&E and is responsible for making sure that California utilities customers have safe and reliable utility service at reasonable rates, protecting utilities customers from fraud, and promoting the health of California's economy.

There are two major operating power plants in San Diego County: the Encina Power Plant and the San Onofre Nuclear Generating Station. However, it should be noted that the reactors at the San Onofre Nuclear Generating Station have been offline since January 2012 (as of this writing). There are also a number of smaller generating plants in the county that are used as backup during times of peak power demand. These in-region assets are currently capable of generating approximately 2,360 megawatts (MW) of electricity, about 55 percent of the region's summer peak demand. However, San Diego's older in-region resources typically run at partial capacity (1,628 MW) due to air quality, high fuel cost, and other reasons. Power generation and power use are not

linked geographically. Electricity generated is fed into the statewide grid and is generally available to any users statewide. SDG&E purchases electricity from this statewide grid through various long-term contracts.

SDG&E operates two facilities along the bayfront. One is the Silvergate Power Plant, which is located west of Harbor between Evans Street and Sampson Street, and the other is a substation on Main Street, located east of Harbor Drive between Sampson Street and SR-75. SDG&E also completed a power line undergrounding project along National Avenue in June 2012 (Valdivia 2012).

Along with traditional utilities, private generating companies, and state agencies, the California ISO is a component of the state's electricity industry. The ISO is a not-for-profit public benefit organization that operates the state's wholesale power grid. The California ISO strives to make sure California's electricity needs are met.

b. Natural Gas

Natural gas is imported into the San Diego region by pipeline after being produced at any of several major supply basins located from Texas to Alberta, Canada. Although the San Diego region has access to all of these basins by interstate pipeline, the final delivery into the SDG&E system is dependent on just one Southern California Gas Company (SoCalGas) pipeline.

Natural gas consumption by sector varies somewhat each year. In general, power plants account for the highest percentage of natural gas consumption in the San Diego region. Residential consumption of natural gas is the second highest percentage, followed by cogeneration, commercial consumption, industrial consumption, and natural gas vehicles.

c. Solar Energy

In San Diego, solar energy can be used as an alternative to fossil-fuel energy via private on-site installation/generation or through earmarked purchase of green power from SDG&E or another quasi-public energy provider. The CEC has mandated SDG&E to provide 20 percent of its total energy from solar or other renewable energy sources by the year 2010. While SDG&E missed this goal in 2010, the *Renewables Portfolio Standard Quarterly Report, 1st and 2nd Quarter 2012*, issued by the CPUC (State of California 2012), states that SDG&E, the region's primary energy provider, "served 20.8 percent of its 2011 retail sales with RPS-eligible renewable energy," thereby meeting the 2010 goal. SDG&E is on track to meet a 25 percent goal by 2016, as well as the long-term goal of 33 percent 2020.

Currently, there are no mandated standards or ordinances requiring reliance on alternative energy by new developments. Title 24 of the California Public Resources Code, however, does contain mandated energy efficiency requirements for all new developments.

4.10.1.5 Communications

Communications systems for telephone, computers, and cable television are serviced by utility providers such as AT&T, IBM, Cox, and other independent cable companies. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects. Individual projects consisting of more than four lots are subject to San Diego Municipal Code Section 144.0240, which requires privately owned utility systems and service facilities to be placed underground.

4.10.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, impacts related to water, sewer, solid waste, energy, and communications would be significant if the proposed CPU would:

1. Result in the use of excessive amounts of water beyond projected available supplies;

2. Promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives;

3. Result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341; or

4. Result in the use of excessive amounts of electrical power, fuel, or other forms of energy.

4.10.3 Issue 1: Water Supply

Would the proposed CPU result in the use of excessive amounts of water beyond projected available supplies?

4.10.3.1 Impacts

The WSA evaluated water supplies that are, or will be, available during a normal, single-dry year, and multiple-dry year (20-year) period, to meet the estimated demands of the proposed CPU under Scenario 1 and Scenario 2. As stated in the introduction to this section, since completion of the WSA, the land use map for Scenario 2 was revised; however, the revised Scenario 2 would result in fewer multi-family dwelling units and employees (and thus would require less water than calculated for Scenario 2 prior to the revision). Therefore, the analysis contained within the WSA and this section is based on a conservative projection.

The PUD receives the majority of its water supply from MWD through the Water Authority. Historic imported water deliveries from the Water Authority to the PUD and local surface water, conservation savings, and recycled water deliveries are shown in Table 4.10-2a.

TABLE 4.10-2a
HISTORIC IMPORTED, LOCAL AND RECYCLED WATER DEMANDS
PUBLIC UTILITIES DEPARTMENT

Fiscal Year	Imported Water (acre-feet)	Local Surface Water (acre-feet)	Conservation[1] (acre-feet)	Recycled Water (acre-feet)	Total[2] (acre-feet)
1990	233,158	22,500	-	-	255,658
1995	162,404	59,024	8,914	-	230,342
2000	207,874	39,098	17,410	3,250	267,632
2005	204,144	26,584	29,410	4,294	264,432
2010	188,337	13,117	34,317	12,173	247,944

[1] Conserved water is from savings and is not a direct supply.
[2] Total includes water supplied and conserved.
Source: Water Supply Assessment, City of San Diego 2011 (Appendix G).

In addition, MWD and the Water Authority have developed water supply plans to improve reliability and reduce dependence upon existing imported supplies. MWD's RUWMP and IWRP, the Water Authority's 2010 UWMP and annual water supply report, include water infrastructure projects that meet long-term supply needs through securing water from the State Water Project, Colorado River, local water supply development, and recycled water.

Based on a normal water supply year, the estimated water supply projected in five-year increments for a 20-year projection will meet the City's projected water demand of 240,472 AF in 2015, to 298,860 AF in 2035. Based on a single-dry year forecast, the estimated water supply will meet the projected water demand of 318,586 AF in 2035. Based on a multiple-dry year, third year supply, the estimated water supply will meet the projected demands of 281,466 AF in 2015; 303,004 AF in 2020; 322,166 AF in 2025; 334,720 AF in 2030; and 346,823 AF in 2035. These results are shown in Tables 6-5, 6-7, and 6-8 of the WSA, which is included as Appendix G to this PEIR. These findings substantiate that there are sufficient water supplies over a 20-year planning horizon to meet the projected demands of the proposed CPU under Scenario 1 and Scenario 2, as well as the existing and other planned development projects within the PUD service area in normal, single-dry year, and multiple dry year forecasts.

As demonstrated in Table 3-1 of the WSA (Appendix G to this PEIR), using the City's draft UWMP and Water Authority's 2010 UWMP, which are based on the SANDAG Series 12 forecast, there is sufficient water planned to supply the proposed CPU's estimated annual average usage. The estimated annual water usage for the proposed CPU was calculated for each land use scenario. Table 3-1 of the WSA identifies standard assumptions of 116 gallons per person per day for single-family water consumption, 80 gallons per person per day for multi-family residential consumption, and 60 gallons per person per day for employment use. These assumptions are applied citywide and provide an average water use per person or employee that takes into account variations by pressure zone. Table 4.10-2b below compares the calculated water use for Scenario 1 and Scenario 2 based on the assumptions presented in the WSA.

TABLE 4.10-2b
CALCULATED WATER USE: SCENARIO 1 AND SCENARIO 2

	Scenario 1		**Scenario 2**	
Single-family	69 units	32 AFY	56 units	26 AFY
Multi-family	3,738 units	1,186 AFY	3,177 units	1,008 AFY
Employees	14,893	1,001 AFY	16,088	1,081 AYF
Total Projected		**2,220 AFY**		**2,115 AFY**

Prior to revision, Scenario 2 hads the largest water demands projected, estimated at 2,225 acre feet per year (AFY) (see Appendix G). Following revisions, Scenario 2 demand was reduced as compared to Scenario 1 (see Table 4.10-2b). Per the City's 2010 UWMP, the planned water demand of the currently adopted Barrio Logan Community Plan is 1,953 AFY. The remaining portion of the estimated 272 AFY is accounted for through the Accelerated Forecasted Growth demand of the Water

Authority's 2010 UWMP. Therefore, based on the City's 2010 UWMP and the Water Authority's 2010 UWMP, the proposed CPU would result in no unanticipated demands.

In summary, the WSA concluded that the proposed CPU under Scenario 1 and Scenario 2 is consistent with the water demands assumptions included in the regional water resource planning documents of the Water Authority and MWD. Since completion of the WSA, the land use map for Scenario 2 was revised; however, the revised Scenario 2 would result in fewer multi-family dwelling units and employees (and thus would require less water than calculated for Scenario 2 prior to the revision). Therefore, the analysis contained within the WSA and this section is based on a conservative projection. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the Water Authority, and MWD to serve the projected demands of the proposed CPU area, in addition to existing and planned future water demand of the PUD. The proposed Coastal Categorical Exclusion process would not affect these projected demands. Therefore, impacts related to water supply would be less than significant.

4.10.3.2 Significance of Impacts

Based on the findings of the WSA, there is sufficient water supply to serve existing and projected demands of the proposed CPU, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. Therefore, no significant impacts to water supply would occur for both Scenario 1 and Scenario 2. No mitigation would be required.

4.10.4 Issue 2: Utilities

Would the proposed CPU promote growth patterns resulting in the need for and/or provision of new or physically altered utilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, or other performance objectives?

4.10.4.1 Impacts

The City's General Plan calls for future growth to be focused into mixed-use activity centers linked to the regional transit system. Implementation of the proposed CPU under either Scenario 1 or Scenario 2 would result in infill and redevelopment occurring in selected areas within the proposed CPU area, as stated within the proposed CPU. The City's existing built areas are currently served by storm water, wastewater, and water infrastructure, and various communications systems; however, some of the City's built areas, including those within the Barrio Logan community, have existing infrastructure deficiencies and would require capacity improvements to serve the existing and

projected population. The following is a detailed analysis of the significance of impacts under CEQA for each applicable utility.

a. Storm Water, Wastewater and Water

The current surface drainage system within the proposed CPU area is under capacity and can become clogged, resulting in flooding of roadways, alleys, and sidewalks. The proposed CPU includes Policy 6.1.4, which addresses the need to implement a project to clean the storm drain system prior to the rainy season. Additionally, as individual development projects are initiated under the proposed CPU, localized improvements to the storm drain system would be required as part of the project design and review. While the storm drain system is deficient, this is not considered an impact under CEQA.

The storm water drainage, along with residential and commercial drainage, are connected to the City wastewater infrastructure, which is in need of continued upgrade and replacement to maintain the system. Planned improvements to existing facilities would increase City wastewater treatment capacity to serve an estimated population of 2.9 million through the year 2050, when nearly 340 MGD of wastewater are anticipated to be generated. Section 6.1 of the proposed CPU acknowledges that the wastewater (sewer) system improvements have been ongoing. This is also the case with the water system in the urban areas of the City, where pipelines and mains have required upgrading and replacement to ensure continued operation of the system. As previously summarized in Section 4.10.3, water supply is expected to be available for the projected growth under both Scenario 1 and Scenario 2, and in turn, it can be expected that the conveyance of that supply would be provided for in a manner concurrent with need as part of project design review.

Because future development of properties within the proposed CPU area under either scenario would likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. This would be reviewed on a project-by-project basis. All proposed public water and sewer facilities would be required to be designed and constructed in accordance with established criteria in the City's Water Facility Design Guidelines, Sewer Design Guidelines, and any other applicable City regulations, standards, or practices. Future development under both Scenario 1 and Scenario 2 would be generally equivalent with the existing urban growth patterns and the necessary infrastructure improvements to the storm water, wastewater and water infrastructure would be consistent with what is necessary for new development and to maintain the existing system. Therefore, impacts to storm water, wastewater, and water utilities would be less than significant for all projects under both Scenario 1 and Scenario 2, regardless of whether they fall within the Coastal Categorical Exclusion Area shown on Figure 3-6 or elsewhere within the proposed CPU area.

b. Communications

Impacts to communications services would be less than significant for both Scenario 1 and Scenario 2, as these services are available through private utility companies that have the capacity to serve the proposed CPU area.

4.10.4.2 Significance of Impacts

a. Storm Water, Wastewater and Water

As stated above, the current surface drainage within the proposed CPU area is under capacity and often becomes clogged, resulting in flooding of roadways, alleys, and sidewalks. As individual development projects are initiated under the proposed CPU, localized improvements to the storm drain system would be required as part of the project design and review. While the storm drain system is deficient, this is not considered an impact under CEQA.

The proposed CPU acknowledges that upgrades to sewer lines are an ongoing process. These upgrades are administered by the PUD and are handled on project-by-project basis. Because future development of properties with the proposed CPU under either scenario will likely increase demand, there may be a need to increase sizing of existing pipelines and mains for both wastewater and water. This future development would be consistent with the existing urban growth patterns of the community, and the necessary infrastructure improvements to the storm water, wastewater, and water infrastructure would be standard practice for new development to maintain the existing system. Therefore, impacts to storm water, wastewater and water utilities would be less than significant. No mitigation would be required.

b. Communications

Given that private utility companies have the capacity to serve the proposed CPU area, impacts would be less than significant. No mitigation would be required.

4.10.5 Issue 3: Solid Waste and Recycling

Would the proposed CPU result in impacts to solid waste management, including the need for construction of new solid waste landfills; or result in a land use plan that would not promote the achievement of a 75 percent target for waste diversion and recycling as required under AB 341?

4.10.5.1 Impacts

The California Department of Resources Recycling and Recovery (CalRecycle) develops solid waste generation wastes for different types of land uses. Solid waste generation

rates estimate the amount of waste created by residences or businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream.

Table 4.10-3 shows the estimated solid waste generation rates. To summarize, under existing conditions (Year 2010), 10,837 tons of solid waste is currently generated annually within the proposed CPU area. Under build-out of the adopted Community Plan, 19,062 tons of solid waste would be generated within the proposed CPU area.

Under build-out of Scenario 1, 17,069 tons of solid waste is estimated to be generated annually within the proposed CPU area, and build-out of Scenario 2 would result in an estimated 17,768 tons of solid waste generated annually .

As discussed above in Section 4.10.1.3, projects under the proposed CPU would be required to comply with numerous City regulations, including the City's Recycling Ordinance (updated July 2012). In addition, a WMP would be required for any discretionary project which exceeds the City's threshold, which is currently 60 tons of waste generated. The type of project that typically exceeds this threshold is construction of 40,000 square feet or more. The WMP shall include measures to provide sufficient interior and exterior storage space for refuse and recyclable materials, and measures to handle landscaping and green waste materials associated with the occupancy of the proposed development. In tandem with the WMP, all new development projects—regardless of whether they fall within the Coastal Categorical Exclusion Area shown on Figure 3-6 or elsewhere within the proposed CPU area—must comply with the City's Construction and Demolition Ordinance and Section 142.0801 *et. seq.* of the LDC, which outlines the requirements for refuse and recyclable materials storage.

The General Plan addresses waste management in Policies PF-I.1 through PF-I.5, focusing on waste recycling and diversion of materials in PF-I.2. The proposed CPU includes Policy 8.2.28, which also promotes the use of building and site design to promote recycling as part of the solid waste management, such as a dual-chute for trash and recyclable materials. This policy is intended to facilitate compliance with state requirements for 75 percent recycling and diversion of materials from the waste stream.

Additionally, the proposed CPU is home to several large recycling facilities that are an important part of the local recycling infrastructure. Businesses and residents within and adjacent to the proposed CPU area utilize these facilities to recycle materials, and the City uses them as a destination for materials collected at the curb from residences. Policy 8.2.29 of the proposed CPU supports the continued siting of recycling facilities within the Barrio Logan community, emphasizing the need for those facilities to be well-maintained and attractive in appearance from the outside to reduce existing incompatibility with neighboring uses and to motorists passing by. This policy promotes

the importance of the continued recycling operations within not only the community of Barrio Logan, but the San Diego region.

All recycling facilities that require a solid waste facility permit are required to have their permit reviewed with the City and the LEA every five years. This renewal requires a determination of conformance with currently adopted land use plans and zoning codes. Scenario 1 would result in a change in the land use designation of the parcel associated with the existing IMS Recycling Services on Boston Avenue to a medium density residential use and consistent zoning. Therefore, depending on the amount of residuals from the facility and the type of permitting required, this operation could be unable to renew its permit, and would thus be required to relocate the facility to an area that would permit such recycling uses. Under Scenario 2, this same parcel would be designated Heavy Commercial, which would be consistent with this use type. The EDCO Recycling facility on Dalbergia Street would be compatible with the proposed land use designation of Heavy Industrial under both Scenario 1 and Scenario 2.

While there would be an effect on the existing recycling operations within the community, sufficient land within the proposed CPU under both scenarios would be designated as Heavy Commercial or Heavy Industrial, thereby available for relocation of these non-conforming recycling uses. Therefore, the proposed CPU under both Scenario 1 and Scenario 2 would result in a less than significant impact to existing recycling operations within the proposed CPU area or surrounding areas and would not affect the City's overall ability to attain a 75 percent recycling target as required under AB 341.

While Scenario 1 at build-out is estimated to generate approximately 6,232 tons of solid waste more than what is currently generated, and Scenario 2 at build-out is estimated to generate approximately 6,931 tons of solid waste more than what is currently generated, both scenarios are less than the estimated tonnage for the currently adopted plan at build-out (19,062 tons). Therefore, mandatory compliance with the SDMC and Recycling Ordinance for all new development projects—regardless of whether they fall within the Coastal Categorical Exclusion Area shown on Figure 3-6 or elsewhere within the proposed CPU area—would continue to reduce solid waste generation and increase recycling efforts, thereby resulting in a less than significant impact.

4.10.5.2 Significance of Impacts

The proposed CPU under both Scenario 1 and Scenario 2 would not result in a direct need for construction of increased or a new solid waste landfill, as the estimated waste generated for both scenarios is less than the estimates for the currently adopted plan by approximately 2,000 tons and 1,300 tons for Scenarios 1 and 2, respectively. Therefore, solid waste impacts would be less than significant.

To ensure waste generation and recycling efforts during construction and post-construction future land use occupancy and operation (i.e., residential, commercial,

industrial, mixed-use, etc.) are addressed, a WMP shall be prepared for any discretionary project proposed under the CPU exceeding the threshold of 40,000 square feet or more. Implementation of a final WMP would ensure that future development project impacts would be considered less than significant. For all other development projects proposed under the CPU that would fall short of the above-stated thresholds, compliance with the SDMC would result in less than significant impacts associated with City compliance with waste reduction.

Furthermore, existing recycling operations within and adjacent to the proposed CPU area would not be affected by the proposed land use plans under either Scenario 1 or Scenario 2, and would be considered a non-conforming use and permitted to continue to operate in the same capacity. However, the proposed zoning may require that any future change in a facility (i.e., expansion or change of materials processed) may be subject to limitations or a development permit or a Neighborhood Use Permit to ensure the facility would not result in incompatible operations with existing or planning land uses. Under Scenario 1, the existing IMS Recycling Services would no longer be consistent with the proposed land use designation (and implementing zoning). However, sufficient land within the proposed CPU area would be designated as Heavy Commercial or Heavy Industrial, and thereby available for relocation of these non-conforming recycling uses. Impacts are determined to be less than significant. No mitigation would be required.

4.10.6 Issue 4: Energy

Would the proposed CPU result in the use of excessive amounts of electrical power, fuel or other forms of energy?

4.10.6.1 Impacts

SDG&E provides gas and electricity to residents and businesses within the proposed CPU. The source of electricity for the proposed CPU is as described as follows. In 2005, SDG&E submitted an application to the CPUC for the Silvergate Transmission Substation Project. The project replaces the aging 138/69 kilovolt (kV) Main Street Substation with a new 230/69 kV substation located across the street from the Main Street Substation on SDG&E-owned property and on adjoining property in the proposed CPU area. The existing Main Street Substation is planned to be dismantled once the Silvergate Transmission Substation is fully functional.

The Silvergate Substation will support four 230 kV circuits and eleven 69 kV circuits. Initially, the new substation would include three 230 kV and seven 69 kV transmission lines, two 69 kV capacitors, two 69 kV grounding transformers, two 230/69 kV transformers, and associated control shelter, breakers, and relay equipment. At build-out, the Silvergate Substation would include four 230 kV/69 kV transformers, eleven 69

kV circuits, two 69 kV grounding transformers, two 69 kV capacitor banks, and associated control shelter, breakers, and relay equipment.

Because the proposed action is the adoption of a plan and does not specifically address any particular development project, impacts to energy resources can only be addressed generally, based on planned growth. CalEEMod was used to estimate energy use for residential and non-residential uses, basing consumption on number of residential units and non-residential square footage. The default energy consumption values used in the model are based on the CEC-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey (RASS) studies, which identify energy use by building type and climate zone. Each land use type input into the land use module is mapped in the energy module to the appropriate California Commercial End Use Survey and RASS building type. Because these studies are based on older buildings, adjustments have been made in CalEEMod to account for the current 2008, Title 24 energy code (part 6 of the building code).

Table 4.10-3 below shows the estimated energy consumption in terms of natural gas and electricity for both Scenario 1 and Scenario 2, compared to the existing condition (as built) and the currently adopted Community Plan for Barrio Logan. As noted, it is anticipated that while both Scenario 1 and Scenario 2 would result in an increase in residential and non-residential uses with the build-out of the proposed CPU, the natural gas usage would be less than what currently is being consumed or the potential for consumption with build-out of the currently adopted Community Plan. However, the build-out of Scenario 1 and Scenario 2 would result in a greater consumption of electricity than the existing condition, but would be less than the estimated consumption of electricity under the build-out of the currently adopted Community Plan.

TABLE 4.10-3
ESTIMATED ENERGY CONSUMPTION
FOR SCENARIO 1 AND SCENARIO 2

Land Use Plan	Natural Gas (annual kBTU)	Electricity (annual kWh)
Existing (As Built)	9.31E+07	5.88E+07
Existing Adopted Community Plan	1.73E+08	9.99E+07
Scenario 1	1.35E+08	8.03E+07
Scenario 2	1.38E+08	8.44E+07

Source: GHG Analysis, RECON 2012. (Appendix I)

Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects under the proposed CPU would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under

Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system, water heating system, and lighting system. Additionally, there are rebate and incentive programs that promote the installation and use of energy efficient plug-in appliances and lighting, which is not covered under Title 24.

Future projects would also comply with the proposed CPU, which sets forth in the Urban Design Element a list of Climate Sensitive Building Policies that focus on minimizing building heat gain and appropriately shading windows (Policy 4.2.1). An additional policy focuses on maximizing natural and passive cooling that builds on the proximity of the nearby San Diego Bay through a variety of techniques (Policy 4.2.2). The CPU's Green Building Policies incorporate environmentally conscious building practices (Policy 4.2.3), provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments (CPU Policy 4.2.4), and ensure development integrates storm water BMPs on-site (Policy 4.2.5).

The proposed CPU's Conservation Element also sets forth goals to increase building energy efficiency and on-site production of renewable energy. Within the Climate Change and Sustainability section, a policy states that in order to reduce project-level greenhouse gas (GHG) emissions to acceptable levels through project design, application of site-specific mitigation measures or adherence to standardized measures outlined in the City's adopted citywide climate action plan should take place (Policy 8.1.4). The CPU references that the City is currently engaged in preparing a Climate Mitigation and Adaptation Plan (CMAP) that will address mitigation, as well as include measures to prepare for climate change impacts. The combination of planned sustainable building techniques and energy efficiency practices could result in a 35 percent decrease in energy requirements relative to the current energy code, with associated GHG emissions reduced 28.3 percent or greater below the target BAU (see Appendix I).

Other features of the proposed CPU may additionally serve to provide energy conservation by reducing VMT and associated fuel consumption. The proposed CPU area's location, which is within an already urbanized area adjacent to existing and planned public transit service, offers opportunity for transit use and reduced VMT.

The proposed Coastal Categorical Exclusion process would not result in the use of excessive amounts of energy. Projects within the Coastal Categorical Exclusion Area would be required to demonstrate compliance with the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code).

Based on the planning level analysis of the proposed CPU, the energy reduction measures set forth in the CPU policies, and the planned energy substation, impacts associated with energy use would be less than significant.

4.10.6.2 Significance of Impacts

Implementation of the proposed CPU is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities which would create physical impacts. Thus, impacts would be less than significant. No mitigation would be required.

4.11 Public Services and Facilities

Public services are those functions that serve residents on a community-wide basis. Existing conditions for public services are included under Section 2.4, Public Infrastructure in the Environmental Setting. These functions include parks and recreation centers, libraries, schools, and fire and police protection. The following provides a discussion of these services and facilities as they relate to the proposed CPU. This section is based on letters prepared by the service providers, which are included in Appendix F of this PEIR.

4.11.1 Existing Conditions

4.11.1.1 Parks and Recreation

The City Parks and Recreation Department maintains nearly 40,000 acres of developed and undeveloped parkland categorized as population-based parks, resource-based parks, and open space (City of San Diego 2008a).

Resource-based parks are located at, or centered on, notable natural or man-made features (beaches, canyons, habitat systems, lakes, historic sites, and cultural facilities) and are intended to serve the citywide population, as well as visitors. Population-based parks (commonly known as Neighborhood and Community Parks) are facilities and services located in close proximity to residential development and are intended to serve the daily needs of the neighborhood and community. Open space lands are City-owned lands located throughout the City, consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails.

The General Plan standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood and community park acreages and park equivalencies. As summarized in Section 4.9, Population and Housing, the existing population of 4,865 people in the Community Plan area (SANDAG 2012) warrants 13.62 acres of population-based parks. Currently, the community has one 8-acre City-operated neighborhood park (Chicano Park), resulting in a deficit of 4.29 useable acres of population-based parks. Based on the adopted Community Plan, there should be 27.44 acres of population-based parkland to serve the community's projected 9,801 residents at build-out (See Table 4.9-2).

Chicano Park is constructed within the Caltrans right-of-way, under the I-5 freeway and San Diego-Coronado Bridge (Figure 4.11-1). The park includes two handball courts, two basketball courts, a comfort station, barbeque grills, lawn areas, concrete plazas, and two children's play areas. Used heavily by residents, the park serves as a community gathering space, a place for active and passive recreation, and a symbol of the neighborhood's struggle and achievements over many decades. Americans with Disabilities Act/Title 24 accessibility upgrades and retrofits are required for the park, including the existing comfort station and children's play areas.

The Port District owns and operates the 4.21-acre Cesar Chavez Park, which is open to the public for recreational purposes. This park was developed in cooperation with the City for the Barrio Logan community, and has a recreational pier, picnic and playground areas, a soccer field, and green space. This park was formerly known as Crosby Street Park.

The General Plan also established minimum population-based park guidelines for recreation centers and aquatic complexes, per Table RE-3, "Recreation Facility Guidelines." Currently there are no City-owned and operated recreation centers or aquatic centers within the Barrio Logan Community.

There are community organizations and services that provide recreational, social, and activity opportunities for residents. The approximately 2,500-square-foot City-owned Paradise Senior Center provides numerous activities for seniors. Additionally, Barrio Station is a not-for-profit organization that provides counseling services and a variety of recreational programs and facilities for youth and young adults. Private recreation resources also add to the recreational opportunities. For instance, the Gateway Family Apartments on Logan Avenue has an indoor community meeting space and outdoor recreation facilities, including children's play equipment open to the public.

4.11.1.2 Libraries

The proposed CPU area is within the service area of the City Library System. The City operates a central library located in downtown San Diego and 35 branch libraries in neighborhoods throughout the City. Total library attendance exceeded six million people in each year from 2009–2010, with branch libraries serving a majority of those visitors. Each service area for a library is two miles, although the area served depends on the proximity and access to residential, commercial, and civic uses, as well as roadways and transit. Factors for siting new libraries include proximity to active commercial areas, town centers, and other municipal or civic uses, as well as access to public transportation and parking. Since the automobile continues to be a primary source of transportation for City residents, it is important to locate the facility near major streets as well.

Map Source: City of San Diego, 2011

No Scale

FIGURE 4.11-1
Existing Public Facilities

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The General Plan contains policies to develop a central library to serve as the major resource and to design all branch libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. The New Central Library, located in downtown San Diego, is under construction and estimated to be completed in July 2013. The library will be 497,652 square feet within nine stories, and will include a charter high school on two floors, two levels of parking, and an auditorium. This facility is located on the trolley line, providing a direct future connection to the Barrio Logan community. With respect to branch libraries, as of April 2007, 22 of 35 City libraries were below the 15,000-square-foot guideline.

The nearest library to the proposed CPU area is the Logan Heights Branch Library, located at 567 South 28th Street, less than 0.25 mile east of the proposed CPU area (and is intended to serve the proposed CPU area). The two-story, 25,000-square-foot library was constructed in 2009, and is located on the Logan Elementary School site, adjacent to the Memorial Charter Middle School. The new facility replaces the old 3,967-square-foot branch library built in 1927, and is open seven days a week (subject to change based on approval of budget). The library meets the service area goals (pers. comm. Saunders 2010). There are no plans for other new or expanded facilities.

4.11.1.3 Schools

The SDUSD provides public educational facilities to the proposed CPU area via four elementary schools, one middle school, and two high schools.

- Perkins Elementary School is located at 110 Beardsley Street, located within the northern portion of the proposed CPU area
- Logan Elementary School is located at 2875 Ocean View Boulevard, less than 0.5 mile east/northeast of the proposed CPU area
- Rodriguez Elementary School is located at 8255 S. 31st Avenue, less than 0.25 mile north of the proposed CPU area
- Balboa Elementary School is located at 1844 South 40th Street, less than 0.25 mile east of the proposed CPU area
- Memorial Preparatory for Scholars and Athletes is located at 2850 Logan Avenue, less than 0.25 mile east of the proposed CPU area
- San Diego High School is located at 1405 Park Boulevard, approximately 1.25 miles northwest of the proposed CPU area
- Lincoln High School is located at 140 South 49th Street, approximately 1.75 miles northeast of the proposed CPU area

Table 4.11-1 below depicts the enrollment and capacity as of 2010 at each of the schools serving the proposed CPU area. As shown, the enrollments at all of the schools are below capacity.

TABLE 4.11-1
SCHOOL ENROLLMENT AND CAPACITY

School Name	Grades	Fall 2010 Enrollment	Capacity	Remaining
Balboa Elementary	K-6	628	735	107
Logan Elementary	K-6	621	780	159
Perkins Elementary	K-8	504	543	39
Rodriguez Elementary	K-5	569	692	123
Memorial Prep Middle	6-8	539	950	361
Lincoln High	9-12	2,056	2,674	618
San Diego High	9-12	2,855	2,993	138

Source: SDUSD 2010

The SDUSD applies the following guidelines in the planning of its school facilities:

- Elementary schools: maximum enrollment of 700 students. Site of approximately seven acres required to support the educational program.
- Junior high/middle schools: maximum enrollment of 1,500 students. Site of approximately 15 acres required to support the educational program.
- Comprehensive senior high schools: maximum enrollment of 2,000 students. Site of approximately 25 acres required to support the educational program.

No new SDUSD-operated school facilities are currently planned within the proposed CPU area. However, the Monarch School, which is a partnership between the San Diego County Office of Education and the non-profit Monarch School Project, a 501(c)(3) organization, is expected to open in early 2013 at 1625 Newton Ave. The school is less than 0.10 mile outside of the proposed CPU area and is a public K-12 school for homeless and at-risk youth that provides healthcare, clothes, food, and family assistance. The school will accommodate up to 350 students daily, twice the current enrollment of its facility on West Cedar in downtown San Diego, near the San Diego bayfront.

4.11.1.4 Fire Protection

Fire protection services to the proposed CPU area are provided by the Fire-Rescue Department of the City's EMS Fire-Rescue Department. The General Plan states that fire stations should be sited on lots that are at least three-quarters of an acre with room for expansion, within two to two and a half miles apart, and be staffed and equipped to respond to calls within their established standards. The Fire-Rescue Department's goal is one firefighter per 1,000 citizens.

The responding fire stations to the proposed CPU area are:

- Station 4 located at 404 8th Avenue
- Station 7 located at 944 Cesar E. Chavez Parkway
- Station 11 located at 945 25th Street
- Station 12 located at 4964 Imperial Avenue
- Station 19 located at 3434 Ocean View Boulevard

San Diego Fire-Rescue Department Engine Districts 7 and 19 are the first responders to the proposed CPU area. These districts provide primary fire protection and advanced life support services to the proposed CPU area. Fire Station 19 was completed in 1986 and covers a portion of the proposed CPU area between 28th Street and the border of National City. Fire Station 7 is a 3,645-square-foot station constructed in 1957 that serves the majority of the proposed CPU area and surrounding areas. According to the proposed CPU, a larger fire station is needed in order to respond to incidents in the proposed CPU area, Downtown, and the Port District. Complete funding has not yet been identified for construction of the expanded fire station.

To treat medical patients and control small fires, the first responding unit should arrive within seven minutes and 30 seconds from the time of the 911 call receipt in fire dispatch. This equates to a one minute dispatch time, one minute and 30 seconds for company turnout time, and a five minute drive time in the most populated areas. To confine fires near the room of origin, to confine wildland fires to fewer than three acres when noticed promptly, or to treat up to five medical patients at once, the goal is for a multiple-unit response of at least 17 personnel to arrive within 10 minutes and 30 seconds from the time of the 911 call receipt. This equates to a one minute dispatch time, a one minute and 30 seconds for company turnout time, and an eight minute drive time spacing for multiple units in the most populated areas. The average response time for Engine 7 to the proposed CPU area as a first responder is 4 minutes 17 seconds, while Engine 19 average response time to this area as a first responder is 5 minutes 29 seconds (pers. comm. Brenner-Mikoly 2012).

The City's EMS also has ambulances, paramedics, and EMTs who respond to emergency calls. There are four levels of calls. Level 1 is the most serious (e.g. heart attack, shortness of breath), and the closest fire engine and an advance life support ambulance respond to this type of call. The fire crew has to respond within eight minutes of being dispatched pursuant to City requirements, and the ambulance has to respond within 12 minutes for Level 1 (the most serious) calls. A Level 2 call is the next most serious; however, these calls are either reprioritized up to a Level 1 call or down to a Level 3 call. Only the advance life support ambulance responds to Level 2 calls; no fire

station staff or equipment are deployed. The response time for a Level 2 call is 12 minutes, the same as for a Level 1 call. For a Level 3 call (e.g. someone having extended flu-like symptoms), either a basic or advance life support ambulance would respond. A basic ambulance is staffed with two EMTs, whereas an advance life support ambulance is staffed with one paramedic and one EMT. The response time for a Level 3 call is 18 minutes. For a Level 4 call, which is not an emergency (e.g., the patient could have driven themselves to a hospital), a basic ambulance would respond within 18 minutes of being dispatched.

4.11.1.5 Police Protection

Police service in the proposed CPU area is provided by officers from Central Division, on beat 511, located at 2501 Imperial Avenue. Central Division provides police services to the following communities: Barrio Logan, Logan Heights, Sherman Heights, Grant Hill, Stockton, Golden Hill, South Park, East Village, Marina, Gaslamp, Core Columbia, Horton Plaza, Cortez, Harborview, Little Italy, Park West, and Balboa Park.

Central Division is currently staffed with 169 sworn personnel. The current patrol strength at Central Division is 136 uniformed patrol officers who work 10-hour shifts. Staffing is comprised of three shifts that operate from 6:00 A.M.–4:00 P.M. (First Watch), 2:00 P.M.–12:00 A.M. (Second Watch), and from 9:00 P.M.–7:00 A.M. (Third Watch). Using the department's minimum staffing guidelines, Central Division currently deploys a minimum of 16 patrol officers on First Watch, 19 patrol officers on Second Watch, and 13 patrol officers on Third Watch.

The San Diego Police Department does not staff individual stations based on ratios of sworn officers per 1,000-population ratio. The goal citywide is to maintain 1.45 officers per 1,000-population ratio, which the Department is currently meeting based on a 2010 census estimated residential population of 1,376,173.

The police department currently utilizes a five-level priority calls dispatch system, which includes priority E (Emergency), one, two, three, and four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call priority as necessary based on the information received. Priority "E" and priority one calls involve serious crimes in progress or those with a potential for injury.

Table 4.11-3 below shows average response times in 2012 for each priority level call within Beat 511. Also included in Table 4.11-2 are the citywide averages and police department goal response times.

TABLE 4.11-2
POLICE RESPONSE TIMES
(minutes)

Call Types	Beat 511 Average Response Times	Citywide Average Response Times	Department Goal Response Times
Emergency	5.4	6.4	7
Priority One	8.4	11.4	14
Priority Two	18.6	23.7	27
Priority Three	39.7	62.6.0	70
Priority Four	56.4	68.6	70

SOURCE: City of San Diego Police Department, e-mail communication with Officer Warren Lovell, Operational Support, June 15, 2012.

As indicated in Table 4.11-2 above, the average response times for Beat 511 are below both the citywide average and Police Department goals for all types of calls. The police department strives to maintain the response time goals which is one of various measures used to assess the level of service to the community.

4.11.1.6 Other Public Facilities – Road Maintenance

The City's Engineering and Capital Projects Department provides a full range of engineering services for the City's capital investment in various types of infrastructure, including roadways, and provides traffic engineering services to the community. The department is responsible for the planning, design, project management, and construction management of public improvement projects, and also providing traffic operations and transportation engineering services.

Operation and maintenance of roadways are managed by the Streets Division of the City's Transportation and Storm Water Department. The Streets division is responsible for the maintenance of roadways, bridges, sidewalks, traffic control devices, street lighting, and urban forestry.

4.11.1.7 City of San Diego General Plan Policies

The Public Facilities, Services, and Safety Element of the General Plan includes policies on the prioritization and provision of public facilities and services, evaluation of new growth, guidelines for implementing a financing strategy, and standards for the provision of specific facilities. The Recreation Element of the General Plan seeks to acquire, develop, operate/maintain, increase, and enhance public recreation opportunities and facilities throughout the City. The element contains population-based guidelines for park and recreation facilities and presents alternative strategies to meet those guidelines. Relevant policies from these elements are shown in Table 4.11-3.

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES

Policy	Description
Public Facilities, Services and Safety Element	
Fire-Rescue	
PF-D.1.	Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents. • Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time. • Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time. • Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time. • Total response time for deployment and arrival of a unit with advanced life support (ALS) capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time.
PF-D.2.	Deploy to advance life support emergency responses EMS personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows: • Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator (AED) should be within four minutes to 90 percent of the incidents; and • Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents.
PF-D.3.	Adopt, monitor, and maintain service delivery objectives based on time standards for all fire, rescue, emergency response, and lifeguard services.
PF-D.4.	Provide a 3/4-acre fire station site area and allow room for station expansion with additional considerations: • Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline; • Acquire adjacent sites that would allow for station expansion as opportunities allow; and • Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate.

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES
(CONTINUED)

Policy	Description
PF-D.5.	Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services. a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities.
PF-D.6.	Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.
PF-D.7.	Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A).
PF-D.8.	Invest in technological advances that enhance the City's ability to deliver emergency and fire-rescue services more efficiently and cost-effectively.
PF-D.9.	Provide and maintain a training facility and program to ensure fire-rescue personnel are properly trained.
PF-D.10.	Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible.
PF-D.11.	Space oceanfront seasonal lifeguard towers every 1/10 of a mile or ten towers per mile.
Police	
PF-E.1.	Provide a sufficient level of police services to all areas of the City by enforcing the law, investigating crimes, and working with the community to prevent crime.
PF-E.2.	Maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows: • Priority E Calls (imminent threat to life) within seven minutes. • Priority 1 Calls (serious crimes in progress) within 12 minutes. • Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes. • Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes. • Priority 4 Calls (minor requests for police service) within 90 minutes.
PF-E.3.	Buffer or incorporate design elements to minimize impacts from police stations to adjacent sensitive land uses, when feasible.
PF-E.4.	Plan for new facilities, including new police substations and other support facilities that will adequately support additional sworn and civilian staff.
PF-E.5.	Design and construct new police facilities consistent with sustainable development policies (see also Conservation Element, Section A).
PF-E.6.	Monitor how development affects average police response time goals and facilities needs (see also PF-C.5).

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES
(CONTINUED)

Policy	Description
PF-E.7.	Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services. a. Analyze the need for additional resources and related capital improvements when total annual police force out-of-service time incrementally increases by 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer.
Libraries	
PF-J.1.	Develop and maintain a Central Library to adequately support the branch libraries and serve as a major resource library for the region and beyond.
PF-J.2.	Design all libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. Library design should incorporate public input to address the needs of the intended service area.
PF-J.3.	Plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies.
PF-J.4.	Build new library facilities to meet energy efficiency and environmental requirements consistent with sustainable development policies (see also Conservation Element).
PF-J.5.	Plan new library facilities to maximize accessibility to village centers, public transit, or schools.
PF-J.6.	Design libraries to provide consistent and equitable services as communities grow in order to maintain service levels which consider operational costs and are based on established guidelines.
PF-J.7.	Pursue joint use of libraries with other compatible community facilities and services including other City operations.
PF-J.8.	Build and maintain a library system that adapts to technological changes, enhances library services, expands access to digital information and the internet, and meets community and library system needs.
PF-J.9.	Adopt an equitable method for securing contributions from those agencies and organizations which benefit from the Central Library's services.
Schools	
PF-K.1.	Assist the school districts and other education authorities in resolving problems arising over the availability of schools and educational facilities in all areas of the City.
PF-K.2.	Design schools as community learning centers, recognize them as an integral part of our neighborhoods, and encourage equitable access to quality schools and other educational institutions.
PF-K.3.	Consider use of smaller school sites for schools that have smaller enrollments, and/or incorporate space-saving design features (multi-story buildings, underground parking, placement of playgrounds over parking areas or on roofs, etc.).

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES
(CONTINUED)

Policy	Description
PF-K.4.	Collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions.
PF-K.5.	Work with school districts and other education authorities to better utilize land through development of multi-story school buildings and educational facilities.
PF-K.6.	Expand and continue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section E) and community programs, and also for public facility opportunities.
PF-K.7.	Work with the school districts and other education authorities to develop school and educational facilities that are architecturally designed to reflect the neighborhood and community character, that are pedestrian-and cycling-friendly (see also Mobility Element, Policy ME-A.2), and that are consistent with sustainable development policies (see also Conservation Element, Section A) and urban design policies (see also Urban Design Element, Section A).
PF-K.8.	Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities.
PF-K.9.	Work with school districts and other education authorities in evaluating best use of underutilized school district and other educational authority facilities and land for possible public acquisition and/or joint-use.

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES
(CONTINUED)

Policy	Description
Recreation Element	
Park and Recreation / Park Planning	
RE-A.1.	Develop a citywide Parks Master Plan through a public process. a. Develop implementation strategies to meet urban park and recreational needs and ensure equitable access to recreational resources. b. Include policies that further refine the intent of the Recreation Element. c. Identify community-specific recreation needs and preferences through a comprehensive conditions/needs assessment. d. Identify neighborhood and community preferences for equivalencies through a public input process. e. Develop criteria for the use of "equivalencies" (see also RE-A.9). f. Identify opportunities for recreation equivalencies in communities where compliance with Park and Recreation Guidelines are not feasible or where specific community needs are not satisfied. g. Develop criteria to evaluate the acceptability of private recreation facilities in satisfying population-based park guidelines and amount of credit to be given (see also RE-A.10). h. Include measurements of recreation performance based on Table RE-1, Existing Park and Open Space Acres Within the City of San Diego. i. Promote the preservation and management of the City's canyons as a part of the Parks Master Plan. Acknowledge the many environmental and recreational benefits they provide. j. Incorporate by reference adopted resource-based and open space parks master plans and precise plans into the Parks Master Plan, such as Mission Bay Park and Balboa Park Master Plans, Central Mesa Precise Plan, Mission Trails Regional Park Master Plan, and river park master plans.
RE-A.2.	Use community plan updates to further refine citywide park and recreation land use policies consistent with the Parks Master Plan. a. In the absence of a Parks Master Plan, utilize community plans to guide park and recreation facilities acquisition and development citywide. b. Coordinate public facilities financing plans with community plan and the Parks Master Plan recommendations to properly fund needed park and recreation facilities throughout the City. c. Identify the location of population-based parks when updating community plans so they are accessible and centrally located to most users, unless a community benefit can be derived by taking advantage of unique opportunities, such as adjacency to open space, park linkages, desirable views, etc.
RE-A.3.	Take advantage of recreational opportunities presented by the natural environment, in particular beach/ocean access and open space.
RE-A.4.	Consider existing, long-term recreation facilities provided by not-for-profit organizations when establishing priorities for new facilities.
RE-A.5.	Improve distribution of the most specialized recreation facilities, such as water play areas, swimming pools, off-leash dog areas, and skate parks.

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES
(CONTINUED)

Policy	Description
Park and Recreation / Park Planning	
RE-A.6.	Pursue opportunities to develop population-based parks. a. Identify underutilized City lands with potential for use as mini-parks, pocket parks, plazas and community gardens. b. Encourage community participation in development and maintenance of City-owned mini-parks, pocket parks, plazas, and community gardens. c. Pursue acquisition of lands, as they become available, that may be developed as mini-parks, pocket parks or plazas.
RE-A.7.	Establish a policy for park design and development which encourages the use of sustainable methods and techniques to address water and energy conservation, green buildings, low maintenance plantings and local environmental conditions, such as soil and climate (see also Conservation Element, Section A).
Park and Recreation / Park Standards	
RE-A.8.	Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Parks Guidelines). a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE-2, Parks Guidelines). b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City. c. Include military family housing populations when calculating population-based park requirements.

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES
(CONTINUED)

Policy	Description
RE-A.9.	Where development of population-based park acreage for recreational purposes is infeasible due to land constraints, consider the use of park and recreation "equivalencies" that have been identified through a Parks Master Plan, or community plan update/amendment process. a. Use the proposed Parks Master Plan to develop the criteria and details of how the credits/calculations for "equivalencies" would be implemented and tracked on a project and community basis (see also RE-A.1). i. Continue the ongoing practice of developing joint use facilities utilizing a public input process; joint use facilities may be developed prior to the adoption of the Parks Master Plan. b. Clearly demonstrate and document the acceptability of any proposed "equivalencies" through findings made and approved by the City, which state how required park acreage, recreation facilities and/or infrastructure standards are being met; and that the equivalency is consistent with the applicable community plan and park master plans. c. Document the use of equivalencies acreage and amenities which meet population-based park needs in the population-based park inventory database to ensure accurate accounting among communities. d. Through the community plan, public facilities financing plan update/amendment or Parks Master Plan processes, evaluate whether specific portions of resource-based parks and open space satisfy population-based park acreage requirements. If sites are identified that provide, or could provide typical population-based park amenities, then identify the associated costs and financing mechanisms for the proposed amenities and include them in the appropriate public facilities financing plans, and amend park master plans accordingly. e. Use the 2006 Downtown Community Plan, and a specific City Council-approved Downtown parks master plan, or subsequent community plan update or amendment, to determine appropriate downtown population-based park and recreation facility equivalencies that consider, but are not limited to the following: partnerships with publicly accessible private recreation facilities, nonprofit and educational entities; rooftop recreation facilities; green streets and linear street parks; use of portions of resource-based parks (e.g., Balboa Park); and other similar creative ways to meet the City's goals, policies and standards. This would constitute the compliance mechanism for the application of park equivalencies in the Downtown Community Planning Area.
RE-A.10.	Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini-parks to supplement population-based parks. (see also Urban Design Policies, UD-B.8 and UD-C.5) a. Consider partial credit for the provision of private recreation facilities when it is clearly identified that the facilities and programs provide a public benefit and are intended to help implement the population-based park guidelines and are bound by easements and agreements that remain in effect in perpetuity according to adopted policies (see also RE-A.1.g).
Park and Recreation / Equity	
RE-A.11.	Develop a diverse range of recreation programs that are sensitive to and consider community needs, interests, and financial resources.

TABLE 4.11-3
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES AND FACILITIES
(CONTINUED)

Policy	Description
RE-A.12.	Ensure that appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide.
RE-A.13.	Designate as a priority, in economically disadvantaged and underserved neighborhoods, the identification of funding sources for acquisition and development of park and recreation facilities.
RE-A.14.	Designate as a priority, in economically disadvantaged and underserved neighborhoods, the development of population-based parks and recreation facilities for local youth activities.
Park and Recreation / Implementation	
RE-A.15.	Ensure that adequate funding is identified in public facilities financing plans for the acquisition and development of sufficient land necessary to achieve a minimum ratio of 2.8 useable acres per 1,000 residents or appropriate equivalencies, including any unmet existing/future needs.
RE-A.16.	Adopt an ordinance which authorizes implementation of the state Subdivision Map Act/Quimby Act and provides a methodology for collecting land and/or appropriate park fees from new subdivisions for population-based parks and recreation facilities to serve future residents.
RE-A.17.	Ensure that all development impact fees and assessments collected for the acquisition and development of population-based parks and recreation facilities be used for appropriate purposes in a timely manner.
RE-A.18.	Pursue joint use agreements for recreational facilities on other public agency-owned land to help implement the population-based park acreage requirements if they meet the criteria for equivalencies (see also Eligible Population-Based Park Equivalencies).

SOURCE: City of San Diego General Plan Public Facilities, Services, and Safety Element and Recreation Element 2008

4.11.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, a significant public services and facilities impact would occur if implementation of the proposed CPU would:

1. Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives.

4.11.3 Issue 1: Public Services

Would the proposed CPU promote growth patterns that would result in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives? These public services include fire protection, police protection, schools, maintenance of public facilities (including road), parks or other recreational facilities, and libraries.

4.11.3.1 Impacts

Implementation of the proposed CPU would increase the demand for public services and facilities within the proposed CPU area. The potential construction of new facilities could result in significant physical impacts. The General Plan and the proposed CPU both include policies that would reduce construction impacts by requiring projects to minimize landform alteration and utilize sustainable building practices to help ensure that the actual construction of public facilities would be as environmentally sensitive as possible. In addition, both plans incorporate the City of Villages Strategy, which was designed to create a development pattern that could be efficiently served by public facilities and utilities. Compact, mixed-use development under the proposed CPU within village centers would create an efficient land use pattern by concentrating growth into targeted areas.

Public facilities and services such as emergency services, schools, libraries, and parks are often supported through financing mechanisms such as DIFs. By law, similar to CEQA mitigation measures, DIFs cannot be collected to satisfy existing, or to correct past, infrastructure deficiencies. The PFFP update includes the derivation and basis for the community's DIF schedule. As defined under state law, the DIF may be levied against a development project in order to finance infrastructure associated with increased demand for public facilities reasonably related to such development. The DIF can be used to provide funding for public facilities identified in the PFFP and included in the DIF basis. In instances where it can be determined that proposed public facilities

located outside the boundaries of the proposed CPU area would serve the residents of the community, such projects may be included in the PFFP, and proportional funding for such projects may be included in the DIF basis.. As previously discussed in Section 3.3.1, these fees would apply to all future projects, regardless of if they are within the Coastal Categorical Exclusion Area (see Figure 3-6) or within the remaining portion of the proposed CPU area. Therefore, the impact analysis below applies to all future projects under the proposed CPU.

a. Parks

Population-based park requirements for the community are based on full community development build-out. As shown in Table 4.9-2, the projected population for the proposed CPU at build-out is 13,534 residents under Scenario 1 and 11,493 residents under the Scenario 2. Table 4.11-4 identifies the current and proposed population-based park acreage and recreation facility needs of the community at build-out for both scenarios.

TABLE 4.11-4
EXISTING AND FUTURE (BUILD-OUT)
POPULATION-BASED PARKS AND FACILITIES[1]

Existing Usable Acreage	Build-out Usable Acreage Requirements	Build-out Usable Acreage Needs
8.00-acre Chicano Neighborhood Park	Scenario 1 37.90 acres *	Scenario 1 29.90 acres
	Scenario 2 32.18 acres **	Scenario 2 24.18 acres
Existing Recreation Centers and Aquatic Complexes	Year 2030 Requirement	Year 2030 Needs
Recreation Centers—None	Scenario 1 9,257 square feet*	Scenario 1 9,257 square feet
	Scenario 2 7,841 square feet**	Scenario 2 7,841 square feet
Aquatic Complexes—None	Scenario 1 11.5% of an Aquatic Complex*	Scenario 1 27.2% of an Aquatic Complex
	Scenario 2 11.5% of an Aquatic Complex**	Scenario 2 23.1% of an Aquatic Complex

* Scenario #1. General Plan Guideline 13,534 people ÷ 1,000 = 13.534 x 2.8 acres = 37.90 acres.

** Scenario #2. General Plan Guideline 11,493 people ÷1,000 = 11.493 x 2.8 acres = 32.18 acres.

[1] The General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents, or a combination of usable acreage and park equivalencies.

In addition to the General Plan park planning standards and policies noted previously in Table 4.11-4, the proposed CPU has policies within the Recreation Element relating to the expansion, protection, and enhancement of parks. The proposed CPU policies and recommendations are intended to be implemented with the broader goals and policies of the General Plan to provide a comprehensive parks strategy intended to accommodate the community throughout the next 20 years.

During preparation of the proposed CPU, City staff identified opportunities for additional parkland recreation facilities within the proposed CPU area. These are shown on Figure 4.11-2. Depending on availability, these areas could support mini, pocket, or linear parks; plazas; community gardens; or expansion of existing Chicano Park. Preliminary assessments consider the potential for future parkland at existing brownfields and other underutilized sites and freeway decks off the I-5 connecting to the Southeastern San Diego Community Planning Area, a joint use facility at Perkins Elementary, and possible use of Caltrans or rail rights-of-way. Many of these possible parkland recreation sites would be realized only at such time in the future when a parcel is redeveloped under the proposed CPU. Table 4.11-5 summarizes the park equivalencies that have been selected by the community and City staff to supplement the existing population-based park inventory. Table 4.11-6 summarizes the proposed population-based park inventory.

While the City's primary goal is to obtain land for population-based parks, in some communities where vacant land is not available or is cost-prohibitive, the General Plan allows for the use of park equivalencies, determined by the community and City staff through a set of guidelines (see General Plan Table RE-4, "Eligible Population-Based Park Equivalencies," for further details). The proposed CPU area is an urban community where park equivalencies would be appropriate for satisfying some population-based park needs.

A full-size (17,000-square-foot) recreation center and an aquatic complex are not specifically planned for the community because the projected population at build-out is below the requirements. However, as discussed in the Recreation Element of the proposed CPU, the approximately 11,000-square-foot City-owned Cesar Chavez Center, located adjacent to Chicano Park, could be renovated and utilized as a public recreation center by providing a full range of diverse recreation programs and expanding hours of operation, beyond typical hours. The facility could effectively offset the need for 4.32 acres of population-based parkland. An expansion of programs and hours of operation, along with renovations at the Paradise Senior Center, could offset the need for population-based parkland by 1.33 acres through a park equivalency application. In addition, the Barrio Station youth center provides a community pool, recreation center, and gymnasium activities of an appropriate size for the community at anticipated full development.

Map Source: City of San Diego, 2011

No Scale

FIGURE 4.11-2

Park and Recreation Opportunity Areas

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TABLE 4.11-5
PARK EQUIVALENCY CREDITS

Park Equivalency	Net Usable Acreage Credit	Recreation Components and Amenities
San Diego Unified Port District Cesar Chavez Park*	4.21 acres	An open multi-purpose turf area, concrete plazas, a children's play area, various site amenities, and a pier extending into San Diego Bay
Future Cesar Chavez Center	4.32 acres**	Diverse recreation programs
Future Perkins Elementary Joint Use Improvements	2.00 acres	Indoor and/or outdoor recreational amenities (e.g., soccer fields)
Paradise Senior Center	1.33 acres**	Activities and services oriented toward Barrio Loan seniors
Las Chollas Creek Park	2.00 acres	Passive recreational pedestrian and bicycle trails, and open space
Total Equivalencies Credit	13.86 acres	

* This park is considered an "equivalency" because it is owned and operated by another public agency.

** The equivalency credit does not necessarily equate to the amount of acreage improved.

TABLE 4.11-6
PROPOSED POPULATION-BASED PARK SUMMARY FOR 2030

Park Space	Acres
Existing population-based parks	8.00
Existing/future park equivalencies credit	13.86
Future Chicano Park expansion	2.00
Future Boston Avenue linear park	3.00
TOTAL	**26.86**
Population-based park requirements for Year 2030	Scenario 1 = 37.90 acres
	Scenario 2 = 32.18 acres
Population-based park deficit for Year 2030	Scenario 1 = 11.04 acres
	Scenario 2 = 5.32 acres

The demand for park and recreation opportunities will continue to grow as the population increases. Finding undeveloped land for parks in the community has already become difficult, making protection from degradation caused by overuse of existing parks and identification of park equivalencies essential for providing recreational opportunities to meet the needs of the existing and future community. Chicano Park would continue to serve as the main cultural core for the community, but with increased demand and use there will be a growing need for upgrades.

Both Scenario 1 and Scenario 2 would promote growth patterns resulting in the need for and/or provision of new or physically altered park and recreation facilities to ensure that the parkland requirement of a minimum of 2.8 usable acres of population-based parks per 1,000 residents is achieved consistent with General Plan Policy.

By law, similar to CEQA mitigation measures, DIFs cannot be collected to satisfy existing, or to correct past, infrastructure deficiencies. Therefore, the park projects to be included in the PFFP update that satisfy existing deficiencies will require alternative funding sources for implementation. The PFFP update includes the derivation and basis for the community's DIF schedule. As defined under state law, the DIF may be levied against a development project in order to finance infrastructure associated with increased demand for public facilities reasonably related to such development. The DIF can be used to provide funding for parks and recreation facilities identified in the PFFP and included in the DIF basis. In instances where it can be determined that proposed park facilities located outside the boundaries of the proposed CPU area would serve the residents of the community, such projects may be included in the PFFP and proportional funding for such projects may be included in the DIF basis.

The funding of recreational facilities is an implementation policy in the General Plan. If new parkland or recreational facilities are required as part of a development project, potential environmental effects would be analyzed on a case-by-case basis to ensure that population-based parks are provided for, either through development of park and recreation facilities or payment of the DIF. If new parkland or recreational facilities are proposed as part of a development project, potential environmental effects would be analyzed at that time.

Based on these considerations, at the program level of analysis, impacts related to the construction of new parkland or recreational facilities would be less than significant.

b. Libraries

The projected population for the proposed CPU at build-out is 13,534 residents under Scenario 1 and 11,493 residents under Scenario 2. In addition to the aforementioned General Plan policies regarding libraries, proposed CPU Policy 6.1.8 ensures that future library services provide the necessary resources for proposed CPU area residents. Logan Heights Branch Library currently serves the proposed CPU area and meets the service area goals (pers. comm. Saunders 2010).

Since adoption of the proposed CPU and future development under either Scenario 1 or Scenario 2 would not result in an increased need for library services and facilities, and thus construction of a new library facility is not warranted, impacts would be less than significant.

c. Schools

Student generation rates are preliminary and based on the best information available at the time of preparation of this PEIR. An estimate of student generation rates was derived from the number of students in the fall of 2010 and the number of existing housing units in the proposed CPU area (1,011 units) (SANDAG 2010d). Table 4.11-7 shows student generation rates for existing multi-family developments within the proposed CPU area.

TABLE 4.11-7
STUDENT GENERATION RATES FOR EXISTING MULTI-FAMILY AFFORDABLE HOUSING (2010)

Housing Complex	K-5 Students Per Unit	6-8 Students Per Unit	9-12 Students Per Unit	K-12 Students Per Unit
Mercado	0.549	0.271	0.410	1.229
Gateway	0.690	0.310	0.238	1.238
La Entrada	0.586	0.273	0.233	1.092
Los Vientos	0.386	0.182	0.268	0.837
Average	0.553	0.259	0.287	1.099

Source: SDUSD 2010

These student generation rates were used to develop the potential student generation rates and number of students shown in Tables 4.11-8 and 4.11-9 below.

TABLE 4.11-8
POTENTIAL STUDENT GENERATION RATES FOR SCENARIO 1

School Level	Students Per Unit	Number of Students
K-5	0.500 – 0.553	1,904 – 2,105
6-8	0.236 – 0.259	898 – 986
9-12	0.287 – 0.354	1,093 – 1,348
K-12 Total	1.023 – 1.166	3,895 – 4,439

Source: SDUSD 2010

TABLE 4.11-9
POTENTIAL STUDENT GENERATION RATES FOR SCENARIO 2

School Level	Students Per Unit	Number of Students
K-5	0.500 – 0.553	1,617 – 1,788
6-8	0.236 – 0.259	762 – 837
9-12	0.287 – 0.354	928 – 1,144
K-12 Total	1.023 – 1.166	3,307 – 3,770

Source: SDUSD 2010

The total number of students in Table 4.11-8 above is based on the 3,807 dwelling units proposed under Scenario 1, which includes 69 single-family and 3,738 mixed-use or multi-family units. The total number of students in Table 4.11-9 above is based on the 3,233 dwelling units proposed under Scenario 2, which includes 56 single-family and 3,177 mixed-use or multi-family units.

The low range in Tables 4.11-8 and 4.11-9 is the proposed CPU area generation rate, while the high range is the average rate from the existing developments for each grade range. The exception to this is grades 9–12, where the proposed CPU area rate is higher than the existing developments rate.

Policies in the General Plan promote cooperation with educational agencies and school districts in the siting of future schools. It is a goal of the proposed CPU to provide educational opportunities within the community. In support of this goal, the proposed CPU includes Policy 6.1.7, which encourages coordination with the San Diego Unified School District and community to explore options for the provision of needed educational facilities, including the establishment of charter schools that serve Barrio Logan and downtown San Diego.

When additional demand warrants, the provision of school facilities is the responsibility of the SDUSD. Government Code Section 65995 and Education Code Section 53080 authorize school districts to impose facility mitigation fees on new development as a method of addressing increased enrollment resulting from that development. SB 50 significantly revised development fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation holds that the statutory fees are the exclusive means of considering and mitigating school impacts. SB 50 limits the mitigation that may be required to the scope of the review of a project's impacts to schools, and the findings for school impacts. Payment of the statutory fee would mitigate the impact because of the provision that the statutory fees constitute full and complete mitigation.

Based on the school enrollment and capacity data obtained from SDUSD, as well as the SDUSD guidelines for school facility planning, both Scenario 1 and Scenario 2 are projected to result in a population of school-aged children below the existing capacity and school sizing goal for elementary, middle, and high school, given that all existing schools remain open and operational. Verification from the SDUSD will be required for all future development within the proposed CPU to ensure the availability of school facilities or the requirement for DIFs to accommodate proposed development; however, required construction of new facilities would be unlikely. Therefore, at the program level of analysis, impacts related to the construction of new school facilities would be less than significant.

d. Fire Protection

The projected population for the proposed CPU at build-out is 13,534 residents under Scenario 1 and 11,493 residents under Scenario 2. The proposed CPU would result in increased population within the proposed CPU area, thus increasing the demand for fire protection services. Based on this projected population, in order to maintain the current standards an additional 9 firefighters would be needed under Scenario 1, and an additional 5 firefighters would be needed under Scenario 2.

In addition to the aforementioned General Plan policies regarding fire protection, proposed CPU Policy 6.1.2 calls for the construction of a new state-of-the-art fire station to replace the existing Fire Station 7, and Policy 6.1.3 aims to ensure that there is sufficient fire protection coverage and that established response times are met throughout the proposed CPU area. A comprehensive update to the PFFP is proposed as part of implementation of the proposed CPU, and would further ensure that future projects within the proposed CPU area are assessed DIFs, which would contribute towards the construction of city fire facilities, as needed. The construction of any new facilities would be subject to separate environmental review at the time design plans are available. Impacts would be less than significant.

e. Police Protection

The projected population for the proposed CPU at build-out is 13,534 residents under Scenario 1 and 11,493 residents under Scenario 2. The proposed CPU would result in increased population within the proposed CPU area, thus increasing demand for police protection services. As shown in Table 4.11-3 above, the average response times for Beat 511 are below both the citywide average and Police Department goals for all types of calls. Police response times in this community could potentially increase with the build-out of the proposed CPU and the increase of traffic generated by new growth. The citywide staffing ratio for police officers to population is 1.45 officers per 1,000 residents based on 2010 estimate residential population of 1,376,173 and a budgeted strength of 1,969 police officers (FY2012). The ratio is calculated using the department's total staffing, which takes into account the support and investigative positions within the department. This ratio does not include the significant population increase resulting from employees who commute to work in the community or those visiting. As previously noted in Section 4.11.1.5, the San Diego Police Department does not staff individual stations based on the sworn officers per 1,000-population ratio.

The proposed CPU Policy 6.1.1 aims to provide additional police oversight of Chicano Park to assist with issues of prostitution and vagrancy. Policy 4.1.12 calls for the incorporation of CPTED measures to design safer environments in all new residential, mixed-use, commercial, office, and industrial development. Physically intimidating security measures, such as window grills or spiked gates, should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active

residential frontages that encourage “eyes on the street.” CPTED was also recommended by the police department to address general security concerns (pers. comm. Hubbs 2011).

A PFFP is proposed as part of implementation of the proposed CPU, and would further ensure that future projects within the proposed CPU area are assessed DIFs, which would contribute towards the construction of city police facilities, as needed. The construction of any new facilities would be subject to separate environmental review at the time design plans are available. Impacts would be less than significant.

4.11.3.2 Significance of Impacts

a. Parks

New parks, or park equivalencies, would be required as the community is built out; however, because the provision for recreational facilities is required under the General Plan, future projects will be reviewed on a case-by-case basis to ensure that parkland area is provided for, either through dedication of park facilities, or payment of in lieu fees as development occurs within the proposed CPU. If parkland or recreational facilities are proposed as part of a development project, potential environmental effects would be analyzed at that time. Therefore, impacts related to the construction of new park or recreational facilities would be less than significant. No mitigation would be required.

b. Libraries

Development of the proposed CPU would not result in the need to construct new library facilities; therefore, impacts associated with the construction of a new library would be less than significant. No mitigation would be required.

c. Schools

Based on the school enrollment and capacity data obtained from SDUSD, both Scenario 1 and Scenario 2 are projected to result in a population of school-aged children below the existing capacity and school sizing goal for elementary, middle, and high school, given that all existing schools remain open and operational. Verification from the SDUSD will be required for all future development within the proposed CPU to ensure the availability of school facilities or the requirement for DIFs to accommodate proposed development; however, required construction of new facilities would be unlikely. Payment of the statutory fee would avoid any potential impact. Therefore, impacts related to the construction of new school facilities would be less than significant. No mitigation would be required.

d. Fire Protection

The construction of the new fire station is specifically contemplated by the current PFFP for the proposed CPU area and is not a direct result of the proposed CPU or either of the proposed land use plan scenarios. It is reasonable to assume that the fire station would be constructed in the future. The construction of this facility is subject to separate environmental review at the time design plans are available. Therefore, impacts related to the construction of fire protection facilities would be less than significant. No mitigation would be required.

e. Police Protection

The population increase under both Scenario 1 and Scenario 2 of the proposed CPU would not result in the need to construct a new substation. The assessed DIFs that would be required for future development projects under the proposed CPU would be used to address any identified need in staffing or, while it is unlikely that a new substation would be warranted, those DIFs could also be utilized towards the construction of a new facility, which would require site-specific environmental review at such time. Therefore, impacts associated with the construction of police facilities would be less than significant. No mitigation would be required.

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4.12 Geology and Soils

The following discussion of geologic conditions is based upon the Geologic Study prepared for this proposed CPU PEIR (Leighton and Associates, Inc. 2012), included as Appendix H. A review of the City of San Diego Seismic Safety Study (SDSSS) and other secondary source information was also conducted.

4.12.1 Existing Conditions

4.12.1.1 Geologic Setting

As described in Chapter 2, Environmental Setting, the proposed CPU area covers approximately 1,000 acres in the southwestern portion of the City. The proposed CPU area is located in an essentially level portion of the City, with topography descending from approximately 75 feet AMSL in the northeast to approximately 10 feet AMSL in the southwest. The most significant slopes within the proposed CPU area are embankment slopes associated with development along I-5. In general, these slopes have a maximum of 2:1 (horizontal to vertical) inclination and a maximum height of approximately 50 feet near Commercial Street. The westernmost portion of the proposed CPU area is generally gently sloping toward the southwest. Surface drainage gradients across the community generally appear to flow gently southwestwardly. Las Chollas Creek and South Las Chollas Creek transect the southern portion of the community and have a southwesterly drainage gradient as well.

The proposed CPU area is located near the western limits of a broad structural trough formed by down-warping and normal faulting along the Rose Canyon fault system. To the north and east of Barrio Logan, the early Pleistocene-age Lindavista Formation overlies the Pliocene-age San Diego Formation. Both the Lindavista and San Diego Formations are generally overlain in the proposed CPU area by the middle to late Pleistocene-age Bay Point Formation (Kennedy 1975), which generally consists of weakly to moderately cemented sandstone, siltstone, and gravel conglomerates.

Historically, the late Pleistocene marine and non-marine terrace deposits in the downtown San Diego area have been referred to as the Bay Point Formation. Geologic mapping by Kennedy (1975) indicate that the proposed CPU area is underlain by the late Pleistocene-age Bay Point Formation, which represents an estuarine and nearshore terrestrial environment. Generally these deposits consist of fossiliferous nearshore fine to medium grained sandstones, channel gravel-conglomerates, and estuarine siltstones/claystones.

Geologic mapping by Kennedy and Tan (2008) has revised some of the geologic units in the downtown San Diego Area and elsewhere within the San Diego Metropolitan area.

Specifically, the Bay Point Formation has been regrouped as an old surficial deposit. The new unit classification assigned to the Bay Point Formation in this recent publication is now Old Paralic Deposit (Qop6), which correlates to the Nester Terrace (which was laid down approximately 125,000 years ago) and is referred to herein as paralic deposits. A geologic map depicting the extent of each unit is presented in Figure 4.12-1, and a brief description of the geologic units mapped within the proposed CPU area is presented below.

a. Fill Soils (Qaf)

A small portion of the proposed CPU area closest to the Bay is underlain by artificial fill deposits which consist mostly of fill resulting from human construction, mining, or quarrying activities. Artificial Compacted Fill is composed of Pleistocene and Holocene surficial deposits. It includes compacted engineered and non-compacted non-engineered fill.

b. Young Alluvial Deposits (Qya)

Southern areas of the proposed CPU area near Las Chollas Creek are underlain by young alluvial flood plain deposits which consist mostly of poorly consolidated, poorly sorted, and permeable flood plain deposits. In general, this unit is slightly to moderately dissected. This unit has upper surfaces that are capped by slightly to moderately developed pedogenic soil profiles.

c. Old Paralic Deposits (Qop6)

Middle to late Pleistocene-aged paralic deposits underlie the majority of the proposed CPU area. These deposits primarily consist of interfingered strandline, beach, estuarine and colluvial deposits. These deposits are composed of dark reddish brown to brown, dense to very dense, fine to medium grained, silty to clayey sandstone with interbedded siltstone, sandstone and conglomerate. The paralic deposits overlie the San Diego Formation.

d. Groundwater

Seeps, springs, or other surface indications of shallow groundwater were not indicated in background review or observed during the geologic investigation. The depth to groundwater is anticipated to range from 10 feet to roughly 60 feet below the existing ground surface within the proposed CPU area. In general, shallow groundwater levels are located near the San Diego Bay and creeks. The groundwater table may fluctuate with seasonal variations and irrigation, and local perched conditions may exist.

Image source: Copyright 2010 AerialExpress, All Rights Reserved (flown Feb 2010)

Barrio Logan Community Plan Area

Geologic Formations

- Qaf - Artificial Fill
- Qop_6 - Old Paralic Deposits, Unit 6
- Qya - Young Alluvial Flood Plain Deposits

0 Feet 1,800

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FIGURE 4.12-1
Geologic Formations

4.12.1.2 Geologic Hazards

a. Faulting and Seismicity

The principal known onshore faults in southernmost California are the San Andreas, San Jacinto, Elsinore, Imperial, and Rose Canyon faults, as shown on Figure 4.12-2. These faults, as well as other faults in the region, have the potential for generating strong ground motions in the proposed CPU area. The nearest known active fault is the Rose Canyon fault, located approximately one mile northwest of the proposed CPU area. Historically, the Rose Canyon Fault has exhibited low seismicity with respect to earthquakes in excess of Magnitude 5.0 or greater. Major earthquakes occurring on the Rose Canyon Fault or other regional active faults could subject the site to moderate to severe ground shaking. The seismic risk at the site, however, is not considered any greater than in the surrounding developed areas.

Review of the City's SDSSS Geological Hazards and Faults maps indicates that the proposed CPU area is located within Geologic Hazard Categories 11, 13, 31, 32, and 52 (as depicted in Figure 4.12-3). Zone 11 is characterized as an Active, Alquist-Priolo Earthquake Fault Zone with a high risk of geologic hazards. Zone 13 is characterized as the Downtown Special Study Zone with a moderate to high risk of geologic hazards. Zone 31 encompasses areas with a high liquefaction potential, with a moderate to high risk of geologic hazards; and Zone 32 encompasses areas with a low liquefaction potential, with low risk of geologic hazards. Zone 52 is characterized as level area or gently sloping to steep terrain, favorable geologic structure, and with low risk of geologic hazards.

In 2003, the California Geologic Survey revised the existing fault zones that were originally established in 1991. Included in this revision were the additions of the Silver Strand, Coronado, Spanish Bight, and San Diego Faults as active Earthquake Fault Zones (EFZ). There are currently two recognized areas of active faulting within the EFZ: the Alquist-Priolo Earthquake Fault-Rupture Hazard Zone, which is also known as the Downtown Graben fault zone, and the San Diego Fault. The proposed CPU area is located approximately 4,000 feet southeast of the San Diego Fault (CGS 2003), and the northern portion is transected by the Downtown Graben. Figure 4.12-3 shows the currently revised boundaries of the EFZs, with the northernmost portion of the proposed CPU area located within the state-mapped EFZ.

The proposed CPU area, from 28th Street to the northern boundary, is located within the Downtown Special Study Zone (Zone 13). The Downtown Special Study Zone was established in 1991 as an amendment to the City's Building Code and requires site-specific investigations of potential fault hazards as part of the building permit process for proposed developments in the entire proposed CPU area.

Map Source: Leighton, 2012

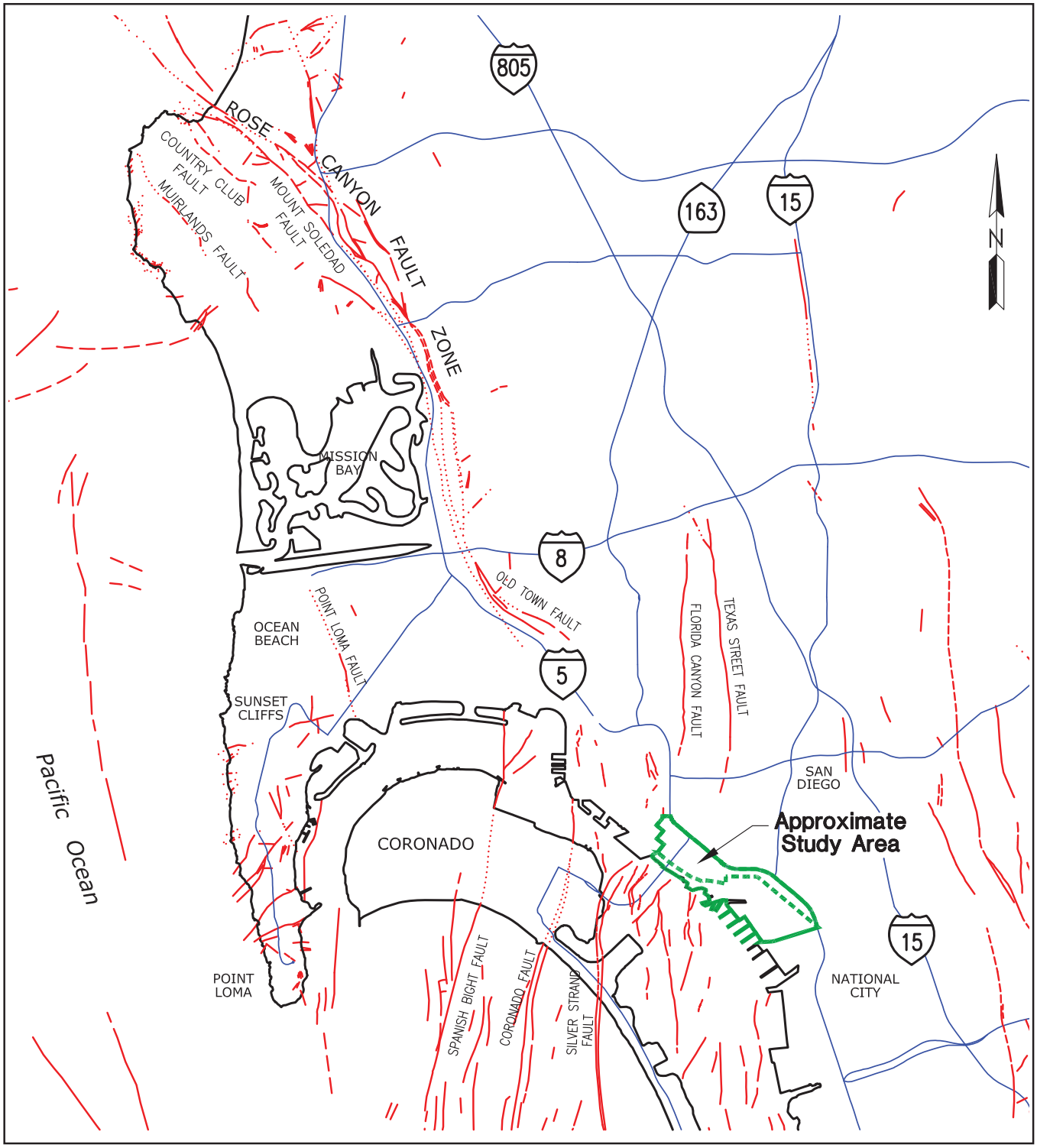

FIGURE 4.12-2

Rose Canyon Fault Map

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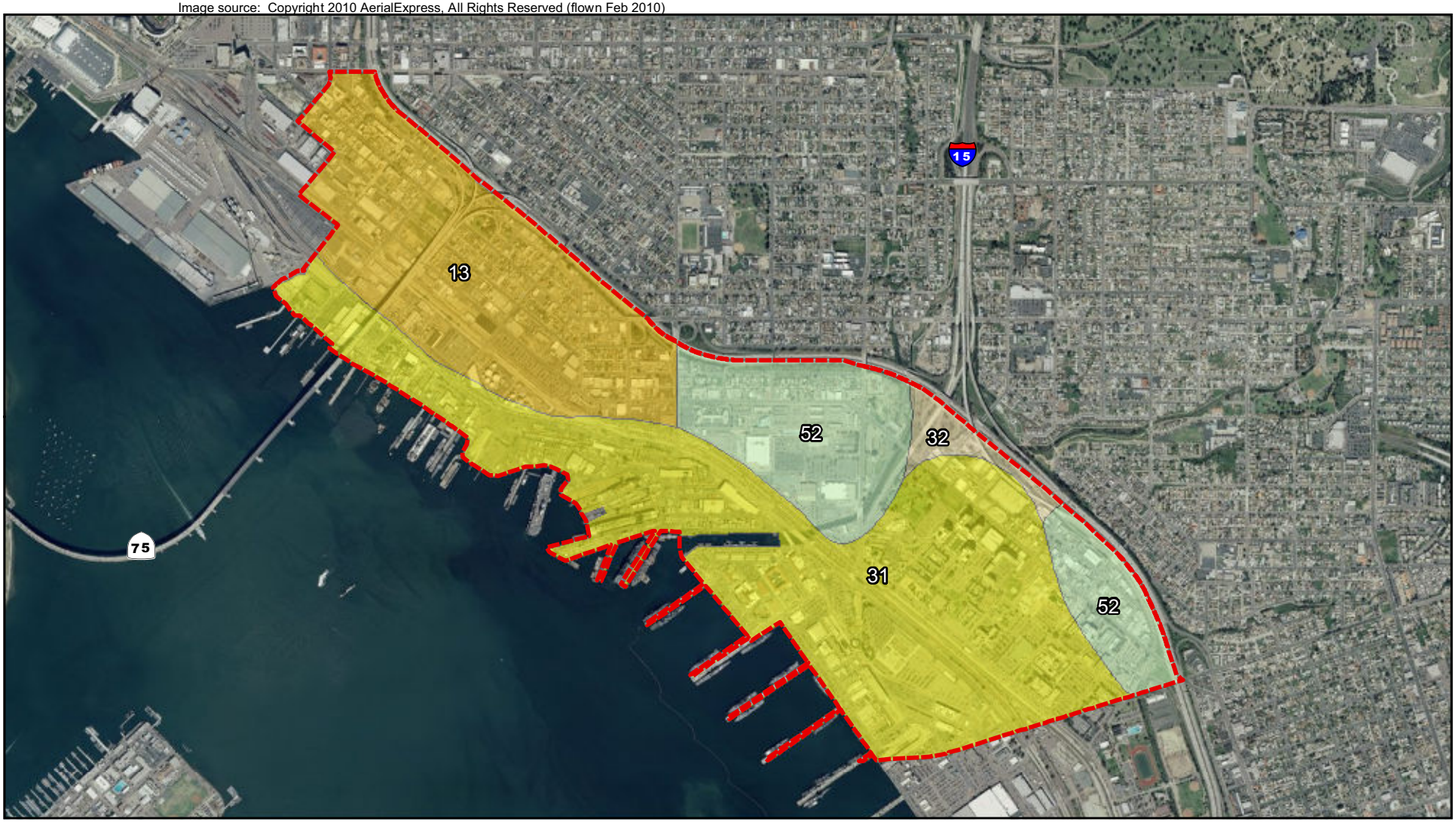
Image source: Copyright 2010 AerialExpress, All Rights Reserved (flown Feb 2010)



Barrio Logan Community Plan Area

Geologic Hazard Categories

- (13) Downtown Special Fault Zone
- (31) High Liquefaction Potential-Shallow Groundwater Major Drainages, Hydraulic Fills
- (32) Low Liquefaction Potential-Fluctuating Groundwater Minor Drainages, Hydraulic Fills
- (52) Other Level Areas; Gently Sloping to Steep Terrain, Favorable Geologic Structure Low Risk

0 Feet 2,000

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FIGURE 4.12-3
Geological Hazards

b. Liquefaction

Liquefaction typically occurs when a site is located in a zone with seismic activity, on-site soils are relatively cohesionless, groundwater is encountered within 50 feet of the surface, and soil relative densities are low. The potential for liquefaction during a strong earthquake is limited to those soils that are in a relatively loose, unconsolidated condition and located below the groundwater table.

Designated Liquefaction Zones 31 (high potential) and 32 (low potential) occur in relatively small portions of the southern end of the proposed CPU area (see Figure 4.12-3). The majority of the proposed CPU area located east of the BNSF and San Diego Trolley tracks is underlain by dense to cemented sandstone of paralic deposits. Based on the dense nature of the paralic deposits, the overall potential for liquefaction and seismic-related settlement is generally low within the proposed CPU area. However, there is potential for liquefaction to occur within young alluvium and non-compacted fill during strong ground motion within minor drainages of Las Chollas Creek and within the eastern margin of the San Diego Bay.

c. Landslides and Mudslides

No active landslides or indications of deep-seated ground failures were noted in the proposed CPU area or in the review of available geologic literature, topographic maps, and stereoscopic aerial photographs. The majority of the proposed CPU area is already developed. The geologic investigation and local geologic maps indicate the proposed CPU area is underlain by favorably oriented geologic structure that is stable and not prone to slides. Therefore, the potential for significant landslides or large-scale slope instability within the proposed CPU area is considered low.

d. Tsunamis and Seiches

The proposed CPU area is located on San Diego Bay approximately two miles east of the Pacific Ocean, at an elevation of approximately 10 to 70 feet AMSL. Due to its sheltered location on the Bay and intervening Coronado land mass, it would not likely be affected in the event of a tsunami (Figure 4.12-4; and as discussed in Section 4.7.5 of this PEIR). Furthermore, according to maps prepared to quantify risk from tsunamis/seiches, the proposed CPU area within the City's jurisdiction is outside an inundation area (Pacific Institute 2009, California Emergency Management Agency 2009).

Data Source: California Geological Survey National City, San Diego County, June 2009

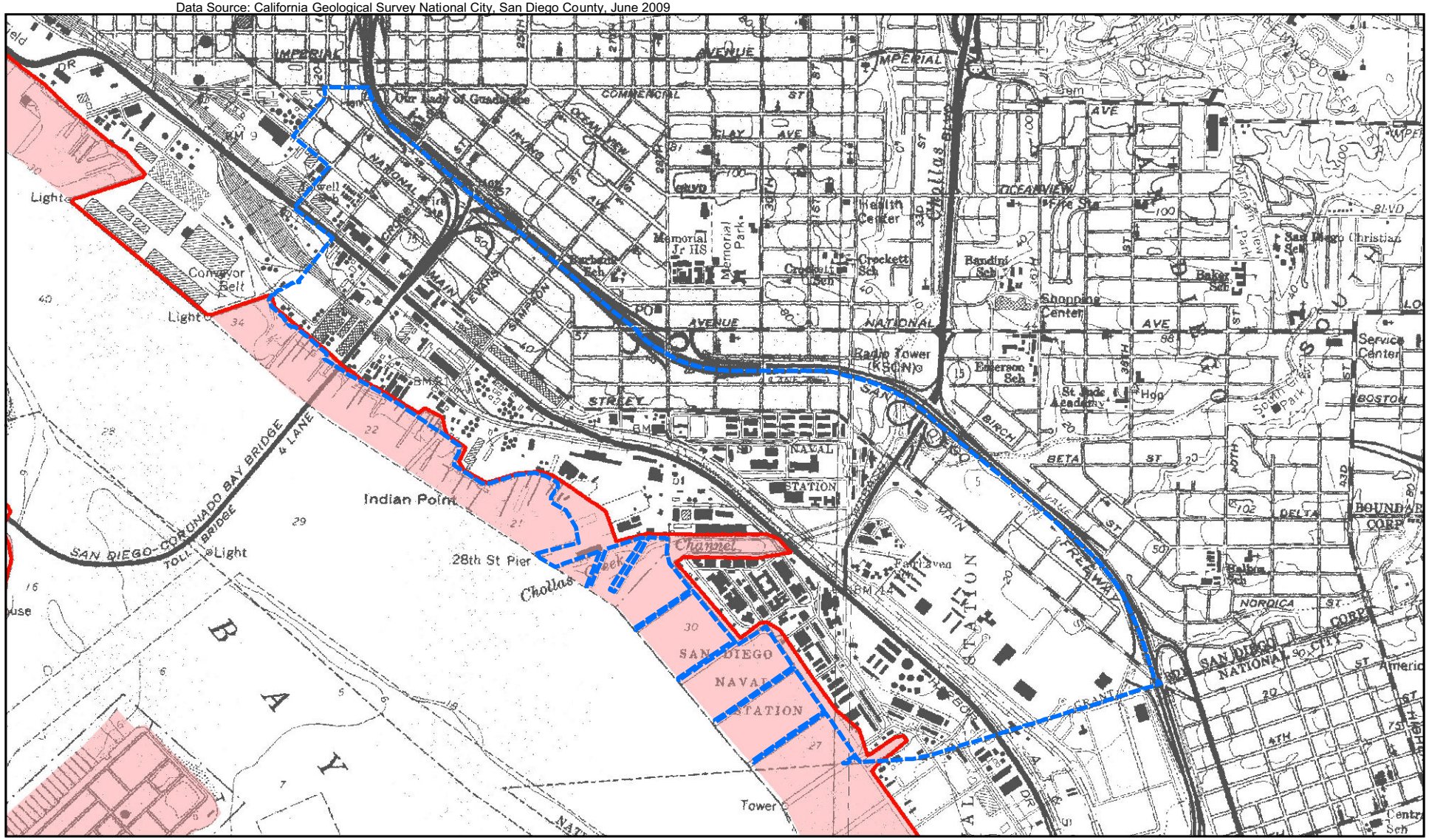

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FIGURE 4.12-4
Tsunami Inundation Map

4.12.1.3 Existing Regulatory Framework

a. Earthquake Fault Zoning Act (Alquist-Priolo Act)

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the Act, the State Geologist has established regulatory zones (known as Earthquake Fault Zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. A detailed geologic investigation must be prepared prior to receiving a permit in an area extending 100 feet on both sides of known potentially and recently active earthquake fault zone traces (Centre City Development Corporation 2006, City of San Diego, 2008f).

b. City of San Diego Seismic Safety Study (SDSSS)

The SDSSS is a series of maps indicating likely geologic hazards throughout the City. The maps do not provide site-specific information; they are to be used as a guide to determine relative risk. The SDSSS identifies areas prone to liquefaction and earthquake induced landslides as Zones of Required Investigation which require a report of the geotechnical condition prior to obtaining a permit (City of San Diego 2008f). The level of technical geological study is dependent on the following:

- The type of permit being sought (e.g., land-planning, land-development, and/or building);
- Geological hazard category;
- The building type/land use group; and
- Relative risk.

When required, the geologic technical report will either consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the Building Official. In addition, the Building Official may require a geologic reconnaissance report or a geologic investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site. Section 145.1803 of the SDMC discusses in more detail the requirements related to the geotechnical report outlined in the SDSSS (City of San Diego 2009c).

c. City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety in the Public Facilities, Services, and Safety Element. Relevant excerpts from this element are included in Table 4.12-1.

4.12.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, impacts related to geology and soils would be significant if the proposed CPU would:

1. Result in the exposure of people or property to geologic hazards such as groundshaking, fault rupture, landslides, mudslides, ground failure, or similar hazards;

2. Result in a substantial increase in wind or water erosion of soils; or

3. Result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

4.12.3 Issue 1: Geologic Hazards

Would the proposed CPU result in the exposure of people or property to geologic hazards such as ground shaking, fault rupture, landslides, mudslides, ground failure, or similar hazards?

4.12.3.1 Impacts

The proposed CPU contains numerous goals and policies in relation to geologic hazards. An overall goal of the Public Facilities, Services, and Safety Element is to ensure that the community has an adequate plan to prepare and respond to issues resulting from seismic conditions. Policies 6.2.1 through 6.2.3 promote the implementation of seismically safe development requirements for fault zones, design publicly accessible open space in areas of active faults where development cannot take place, and interagency coordination for tsunami events. Additionally, the proposed CPU includes Policy 6.2.4, which emphasizes the need to promote the "Alert San Diego" emergency notification system, encouraging community residents and business owners to register phone and email addresses so that they can be notified in case of an emergency event.

TABLE 4.12-1
GENERAL PLAN ELEMENTS RELATING TO GEOLOGY AND SOILS

Policy	Description
PF-Q.1.	Protect public health and safety through the application of effective seismic, geologic and structural considerations. a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act (CEQA) document accompanying a discretionary action. b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses. c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected. d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City. e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area. f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability. g. Adhere to state laws pertaining to seismic and geologic hazards.
PF-Q.2.	Maintain or improve integrity of structures to protect residents and preserve communities. a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs. b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements. c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.

SOURCE: City of San Diego General Plan Public Facilities Services and Safety Element 2008

a. Surface/Fault Rupture and Ground Shaking

Subsequent land use activities associated with the implementation of the proposed CPU could result in the exposure of more people, structures, and infrastructure to seismic hazards.

Potentially active and active faults are mapped transecting or projecting toward the northern portions of the proposed CPU area. Therefore, due to the presence of mapped, active faults, surface rupture hazard due to faulting is considered possible. Like all of southern California, severe ground shaking is most likely to occur during an earthquake on one of the regional active faults in the area. The Rose Canyon Fault, located along the northern portion and west of the proposed CPU area, is the active fault considered having the most significant effect from a design standpoint due to the close proximity. Based on a deterministic analysis, a maximum credible earthquake of moment magnitude M7.2 on the fault could produce an estimated peak horizontal ground acceleration of 0.66g within the proposed CPU area.

The Seismic Hazards Mapping Act requires that cities use the Seismic Hazard Zone Maps in their land use planning and building permit processes. It also requires that site-specific geotechnical investigations be conducted within the Zones of Required Investigation in order to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. If surface rupture hazards are identified, the use of structural setbacks or similar measures would be used.

All new development and redevelopment would be required to comply with the SDMC and the CBC, which includes design criteria for seismic loading and other geologic hazards. This includes design criteria for geologically induced loading that governs sizing and structural members and provides calculation methods to assist in the design process. Thus, while shaking impacts could be potentially damaging, they would also tend to be reduced and minimized in their effects during the design process due to CBC criteria. The CBC includes provisions for buildings to structurally survive an earthquake without collapsing and includes measures such as anchoring to the foundation and structural frame design. Continued implementation of the SDMC and the CBC would ensure that people, structures, and infrastructure are not adversely impacted by seismic hazards. This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion. All projects implemented under the proposed CPU within the proposed Coastal Categorical Exclusion Area would be required to comply with the SDMC and the CBC.

Therefore, impacts related to surface rupture hazards would be considered less than significant for both Scenario 1 and Scenario 2.

b. Liquefaction

As previously discussed in Section 4.12.1, all but the northeast one-quarter of the proposed CPU area contains alluvial deposits which are subject to liquefaction. The majority of the proposed CPU area located east of the BNSF and San Diego Trolley tracks is underlain at a depth by dense to cemented sandstone of Old Paralic Deposits, which has an overall low potential for liquefaction and seismic-related settlement. There is potential for liquefaction to occur within young alluvium and non-compacted fill during strong ground motion within minor drainages of Las Chollas Creek and along the western portion of San Diego Bay; however, those are lands within the Port District and Naval Station San Diego, are not within the City's jurisdiction, and residential uses are not proposed within this area. Therefore, impacts are determined to be less than significant for both Scenario 1 and Scenario 2.

c. Landslides and Mudslides

There is no evidence of landslides or mudslides in the proposed CPU area or in a location that could impact this area. The proposed CPU area contains level topography; therefore, the potential for landslides or mudslides is low. No impacts are identified for both Scenario 1 and Scenario 2.

d. Tsunamis and Seiches

The potential for the proposed CPU area to be affected by a tsunami or seiche is considered low (see Section 4.7.5 of this PEIR). The designated tsunami inundation zone does not overlay areas within the City's jurisdiction for which land use changes are proposed. Although portions of both the Port District and Naval Station San Diego are located within the mapped tsunami inundation zone, these lands are located outside the City's jurisdiction (California Emergency Management Agency 2009). Land use planning authority for Port District and naval lands lie within the jurisdiction of each agency, respectively. The proposed CPU includes no land use changes within either the Port District or Naval Station San Diego, as the City has no jurisdiction over these lands. Impacts are less than significant for both Scenario 1 and Scenario 2.

4.12.3.2 Significance of Impacts

Impacts related to geologic hazards for both Scenario 1 and Scenario 2 would be avoided or reduced to a level less than significant through adherence to the SDMC and CBC. This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion; therefore, impacts would be less than significant. No mitigation would be required.

4.12.4 Issue 2: Soil Erosion

Would the proposed CPU result in a substantial increase in wind or water erosion of soils?

4.12.4.1 Impacts

The entire proposed CPU area is developed and was previously graded. Implementation of the proposed CPU would allow for the intensification of some land uses that could lead to construction and grading activities that could temporarily expose topsoil and increase soil erosion from water and wind. Development of parcels within the proposed CPU for future projects could remove the existing pavement and cover, thereby exposing soils to potential runoff and erosion during construction. However, continued implementation of the SDMC would ensure that there are no adverse impacts from erosion and loss of topsoil. The SDMC grading regulations require extensive measures to control erosion during and after grading or construction. These include:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;

- Short-term measures, such as sandbag placement and temporary detention basins;

- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and,

- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

Conformance to such mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, is subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development of this significant size within the City would be required to prepare and comply with an approved SWPPP that would consider the full range of erosion control BMPs, including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development. Impacts would be less than significant for both Scenario 1 and Scenario 2.

This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion. All projects implemented under the proposed CPU for both Scenario 1 and Scenario 2 within the proposed Coastal Categorical Exclusion Area would be required to comply with the SDMC and NPDES storm water regulations and adhere to an approved SWPPP prior to start of grading and/or construction. These measures would reduce and avoid impacts related to soil erosion. Therefore, impacts would be less than significant.

4.12.4.2 Significance of Impacts

Adherence to the SDMC grading regulations and construction requirements and implementation of the recommendations and standards would preclude significant erosion impacts. Impacts are determined to be less than significant for both Scenario 1 and Scenario 2. No mitigation would be required.

4.12.5 Issue 3: Geologic Stability

Would the proposed CPU result in allowing structures to be located on a geological unit or soil that is unstable or that would become unstable and potentially result in on-site or off-site landslides, lateral spreading, subsidence, liquefaction or collapse?

4.12.5.1 Impacts

Implementation of the proposed CPU could allow for development on a geologic unit or soil that is unstable, thus creating substantial risks to life and property. Barrio Logan's surficial soils are largely composed of expansive clays, which swell when wet and shrink when dry, producing ground surface desiccation cracks. Many of the soils found within areas identified for development under the proposed CPU have slight to moderate shrink-swell potential, which could result in development constraints. However, continued implementation of the SDMC and compliance with the CBC would ensure that potential development is not adversely impacted by unstable soils. This is considered a less than significant impact for both Scenario 1 and Scenario 2.

This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion. All projects implemented under the proposed CPU for both Scenario 1 and Scenario 2, within the proposed Coastal Categorical Exclusion Area, would be required to comply with the SDMC and the CBC to ensure that the future structures and occupants would not be affected by unstable soils. Therefore, impacts would be less than significant.

4.12.5.2 Significance of Impacts

Adherence to the SDMC and the CBC would reduce the effects resulting from developing on unstable soils to a minimum. Therefore, this impact is considered to be less than significant for both Scenario 1 and Scenario 2. No mitigation would be required.

4.13 Paleontological Resources

The following section provides background information on existing paleontological resources within the proposed CPU area and an analysis of any potential impacts.

4.13.1 Existing Conditions

The following analysis is based on a review of available literature, including the City's General Plan, Kennedy maps, the City's Paleontological Guidelines, and the publication of *Paleontological Resources, County of San Diego* by Deméré and Walsh (1994).

4.13.1.1 Paleontological Resource Potential

Paleontological resources (fossils) are the remains and/or traces of prehistoric animal and plant life, exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, leaves, and other fossils are found in the geologic deposits (rock formations) within which they were originally buried. Fossil remains are important, as they provide indicators of the earth's chronology and history. They represent a limited, nonrenewable, and sensitive scientific and educational resource.

The potential for fossil remains at a given location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are entombed. Geologic formations possess a specific paleontological resource potential wherever the formation occurs based on discoveries made elsewhere in that particular formation. To evaluate paleontological resources in the proposed CPU area, the presence and distribution of geologic formations, and the respective potential for paleontological resources, were reviewed.

Geologic formations are rated for paleontological resource potential according to the following scale (Deméré and Walsh 1994):

- High Sensitivity - These formations contain a large number of known fossil localities. Generally, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.

- Moderate Sensitivity - These formations have a moderate number of known fossil localities. Generally, moderately sensitive formations produce invertebrate fossil remains in high abundance or vertebrate fossil remains in low abundance.

- Low and/or Unknown Sensitivity - These formations contain only a small number of known fossil localities and typically produce invertebrate fossil remains in low abundance. Unknown sensitivity is assigned to formations from which there are no known paleontological resources, but which have the potential for producing such remains based on their sedimentary origin.

- Very Low Sensitivity - Very low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged to be unlikely to produce any fossil remains.

As discussed in Section 4.12, Geology and Soils, of this PEIR, the eastern portion of the proposed CPU area is underlain by Pleistocene-age marine and marine-terrace deposits assigned to what is formerly known as the Bay Point Formation, now regrouped under the new classification “Old Paralic Deposit – Qop6” (see Figure 4.12-1). This old surficial deposit is underlain by the San Diego Formation. Both formations have a high resource sensitivity or high potential for fossil deposits.

The area west of Harbor Drive along San Diego Bay and within the Port District and Naval lands, is made up of artificial fill (see Figure 4.12-1). Because of the disturbed nature of artificial fill materials within the proposed CPU area, any contained organic (e.g., fossil) remains have lost their original stratigraphic/geologic context. Due to the loss of stratigraphic/geologic context, any organic remains occurring within the artificial fill materials are considered to possess no paleontological value.

4.13.1.2 Regulatory Framework

Pursuant to Section 15065 of the State CEQA Guidelines (California Code of Regulations Sections 15000–15387), a lead agency must find that “a project may have a significant effect on the environment and therefore require an EIR to be prepared for the project where the project has the potential to eliminate important examples of the major periods of California history or prehistory, which includes the destruction of significant paleontological resources.”

According to the City’s Significance Determination Thresholds, impacts to paleontological resources are considered potentially significant for areas with a high sensitivity if grading would exceed 1,000 cubic yards and extend to a depth of 10 feet or greater, and for areas with moderate sensitivity if grading would exceed 2,000 cubic yards and extend to a depth of 10 feet or greater. Additionally, impacts would be considered significant in areas of shallow grading where formational soils are exposed at the surface (i.e., as a result of previous grading) and where fossil localities have already been identified (City of San Diego 2011a).

4.13.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, impacts related to paleontological resources would be significant if the proposed CPU would:

1. Allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential.

4.13.3 Issue 1: Paleontological Resources

Would the proposed CPU allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential?

4.13.3.1 Impacts

Because human understanding of history is obtained, in part, through the discovery and analysis of paleontological resources, activities which excavate or grade geologic formations which could contain fossil remains would be significant. The proposed CPU area contains geologic formations considered to be of high (Old Paralic Deposit) and zero (Artificial Fill) sensitivity for fossils (see Figure 4.12-1). The entire proposed CPU area is currently developed with urbanized uses. However, grading associated with future development projects that involves excavation of native soils in the Old Paralic Deposit could expose this formation and unearth fossil remains, which could destroy paleontological resources if the fossils are not recovered and salvaged. Thus, impacts resulting from future development in areas underlain by this formation would be significant for both Scenario 1 and Scenario 2.

Because future projects within the proposed Coastal Categorical Exclusion Area would be subject to ministerial approval, future projects within this area would be allowed to develop without subsequent review provided they conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance. Future projects proceeding ministerially within the Coastal Categorical Exclusion Area would have the potential to impact a unique paleontological resource or a geologic formation possessing a medium to high fossil bearing potential. Future projects within the Coastal Categorical Exclusion Area would result in significant paleontological impacts.

Future development projects outside the Coastal Categorical Exclusion Area and projects within the Coastal Categorical Exclusion Area that don't conform to all base zone requirements or that require a Neighborhood Use Permit, Conditional Use Permit,

Site Development Permit, Planned Development Permit, or Variance, would be discretionary and subject to CEQA review. For discretionary projects that require grading in excess of 1,000 cubic yards, extending to a depth of 10 feet or greater, mitigation would be required in compliance with mitigation measures identified below which include retention of a qualified grading monitor during ground disturbing activities where previously undisturbed soils would be affected. This requirement for monitoring would be consistent with the detailed mitigation measure included below for significant impacts and required as part of the pre-construction and construction phase of the development.

4.13.3.2 Significance of Impacts

Because of its high sensitivity for paleontological resources within the Old Paralic Deposit, grading into this formation could potentially destroy fossil remains. Therefore, implementation of future development under either Scenario 1 or Scenario 2 for the proposed CPU within this formation has the potential to result in significant impacts to paleontological resources.

4.13.3.3 Mitigation, Monitoring, and Reporting

All future discretionary projects which propose grading of 1,000 cubic yards or more and which would extend 10 feet or greater within areas of Old Paralic Deposit (high sensitivity), or projects proposing shallow grading where formations are exposed and where fossil localities have already been identified, shall be required to follow the procedures outlined below as a condition of approval.

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

B. Letters of Qualification have been submitted to ADD

1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines.

2. MMC 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 MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. 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.

   a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. 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 MMC 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).

3. When Monitoring Will Occur

    a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.

    b. The PI may submit a detailed letter to MMC 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.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching.

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 MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Hazard Administration safety requirements may necessitate modification of the PME.

2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities 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.

3. The monitor shall document field activity via the 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 MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.

2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.

3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.

a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.

b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.

c. If the 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 MMC unless a significant resource is encountered.

d. The PI shall submit a letter to MMC 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.

IV. Night and/or Weekend Work

A. If night and/or weekend work is included in the contract

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.

2. The following procedures shall be followed.

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 MMC via fax by 8 A.M. on the next business day.

b. Discoveries

All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.

c. Potentially Significant Discoveries

If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.

d. The PI shall immediately contact MMC, or by 8 A.M. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.

B. If night work becomes necessary during the course of construction

1. The Construction Manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin.

2. The RE or BI, as appropriate, shall notify MMC immediately.

C. All other procedures described above shall apply, as appropriate.

V. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines, which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.

a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.

b. Recording Sites with the San Diego Natural History Museum

The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.

2. MMC shall return the Draft Monitoring Report to the PI for revision or preparation of the Final Report.

3. The PI shall submit revised Draft Monitoring Report to MMC for approval.

4. MMC shall provide written verification to the PI of the approved report.

5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Fossil Remains

1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.

2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.

C. Curation of fossil remains: Deed of Gift and Acceptance Verification

1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.

2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.

D. Final Monitoring Report(s)

1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the draft report has been approved.

2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.

4.13.3.4 Significance After Mitigation

Under both Scenario 1 and the Scenario 2, for discretionary projects located outside the Coastal Categorical Exclusion Area, and those projects within the Categorical Exclusion area that don't conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance, compliance with the above mitigation related to paleontological resources would reduce those impacts to below a level of significance.

Because future projects within the proposed Coastal Categorical Exclusion Area would be subject to ministerial approval, future projects within this area would be allowed to develop without subsequent review provided they conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance. Because there is no mechanism to review and enforce mitigation for future projects proceeding ministerially within the Coastal Categorical Exclusion Area, impacts to paleontological resources would remain significant and unmitigable.

4.14 Biological Resources

The following section is based on a review of applicable planning documents, a windshield survey of developed areas, and a ground survey of disturbed areas, Las Chollas Creek, and its immediate surrounding area within the proposed CPU area, conducted by RECON in 2006. A general biological survey of vacant parcels and the area of Las Chollas Creek within the proposed CPU area identified the potential for sensitive plant communities, wildlife, or plant species to occur. The evaluation of the existing biological resources within the survey area is summarized below.

4.14.1 Existing Conditions

4.14.1.1 Vegetation

As shown in Figure 4.14-1, the proposed CPU area is composed primarily of developed lands with the occasional disturbed parcel of land. In addition, a concrete-lined portion of Las Chollas Creek occurs within the southern half of the proposed CPU area.

a. Floodway

A concrete-lined portion of Las Chollas Creek, a USGS blue line stream, flows ephemerally to the west through the proposed CPU area.

b. Disturbed Land

Disturbed land is primarily used to identify areas of severe impacts to natural communities to the extent where it is no longer sustaining native plant species or functioning habitat. Dominant plant species found in these areas include black mustard (*Brassica nigra*), coppery mesemb (*Malephora crocea),* red-stemmed filaree (*Erodium cicutarium*), and white-stemmed filaree (*Erodium moschatum*) with patches of bare ground.

c. Urban/Developed Land

Commercial and residential buildings, roadways, and parks throughout the community are classified as urban/developed land. These areas have some ornamental landscape plants, such as gum trees (*Eucalyptus* sp.), pepper trees (*Schinus* sp.), jacaranda trees (*Jacaranda* sp.), and Washington palm trees (*Washingtonia robusta*).

Image source: Aerials Express (flown February 2010)

Barrio Logan Community Plan Area
Survey Area
San Diego Unified Port District Limits

Land Cover Types

Urban/Developed
Disturbed Land
Floodway

RECON

M:\JOBS3\4716\common_gis\fig4.14-1.mxd 12/3/2012

FIGURE 4.14-1

Land Cover

4.14.1.2 Wildlife

Wildlife species observed are typical of urban settings. The developed area provides minimal foraging and sheltering opportunities for birds. Common bird species observed during the survey include house finch (*Carpodacus mexicanus frontalis*), northern rough-winged swallow (*Stelgidopteryx serripennis*), Anna's hummingbird (*Calypte anna*), European starling (*Sturnus vulgaris*), and bushtit (*Psaltriparus minimus minimus*). All of these species have adapted to residential and developed areas.

Developed areas provide low habitat value for mammals. Mammal species detected are those that are typically found in urban communities within the San Diego region. Two common species, cottontail rabbit (*Sylvilagus audubonii*) and California ground squirrel (*Spermophilus beecheyi*), were detected within the survey area.

One reptile species, western fence lizard (*Sceloporus occidentalis*), was observed within the survey area. Reptiles may use the developed area for basking.

4.14.1.3 Sensitive Biological Resources

Sensitive vegetation communities are those identified by the California Natural Diversity Database, Holland (1986), or the City of San Diego, and/or those considered sensitive by resource agencies. Reasons for the sensitive status of vegetation communities include restricted range, cumulative losses throughout the region, and a high number of endemic sensitive plant and wildlife species that occur in the vegetation communities. These communities are considered sensitive whether or not they have been disturbed.

Plant or wildlife species are considered sensitive if they are (1) covered species under the MSCP (City of San Diego 1997); (2) listed by state or federal agencies as threatened or endangered or are proposed for listing; (3) on List 1B (considered endangered throughout its range) or List 2 (considered endangered in California but more common elsewhere) of the California Native Plant Society *Inventory of Rare and Endangered Vascular Plants of California* (2001); or (4) considered fully protected, sensitive, rare, endangered, or threatened by the state of California (2009c, 2009d, 2009e, 2009f) and the California Natural Diversity Database (State of California 2009g), or other local conservation organizations or specialists. The designation of California Fully Protected was adopted by the State of California prior to the creation of the state Endangered Species Act and provides wildlife protection from harm or harassment. Noteworthy plant species are considered to be those that are on List 3 (more information about the plant's distribution and rarity needed) and List 4 (plants of limited distribution) of the California Native Plant Society Inventory.

Raptors (birds of prey) and active raptor nests are protected by the California Fish and Game Code 3503.5, which states that it is "unlawful to take, possess, or destroy any

birds of prey or to take, possess, or destroy the nest or eggs of any such bird" unless authorized (CDFW 1991).

a. Sensitive Vegetation Communities

The proposed CPU area does not contain any vegetation communities within the tiers associated with sensitive biological resources (i.e., Tier I, II, IIIA, or IIIB). Therefore, no sensitive vegetation communities occur within the proposed CPU area.

b. Sensitive Plants

No sensitive plants were detected during the survey, and none are expected to occur within the proposed CPU area, as it is primarily developed land. Species that are known to occur in the vicinity of the proposed CPU (within two miles), which are federally listed threatened or endangered or are considered a narrow endemic by the City, are not expected to occur within the proposed CPU area due to the lack of suitable habitat.

c. Sensitive Wildlife

One raptor species, red-shouldered hawk (*Buteo lineatus elegans*), was observed flying overhead within the survey area. Raptors and active raptor nests are protected by the CDFW Code 3503 (State of California 1991). The palm and eucalyptus trees within the highly urbanized survey area could provide suitable nesting and roosting habitat for this species and other tree-nesting raptor species.

No additional sensitive wildlife species were detected during the survey and none are expected to occur within the proposed CPU area, as it is primarily developed land. Species that are known to occur in the vicinity of the proposed CPU (within two miles), which are federally listed threatened or endangered or are considered narrow endemic by the City, are not expected to occur within the proposed CPU area due to the lack of suitable habitat.

4.14.1.4 Jurisdictional Waters

All wetland areas, wetland buffer areas, and non-wetland waters of the U.S. are considered sensitive. USACE regulates the discharge of dredge or fill material into waters of the U.S. (wetlands and non-wetland jurisdictional waters) in accordance with Section 404 of the federal Clean Water Act. Streambeds fall under the jurisdiction of CDFW (Section 1600 of the California Fish and Game Code), which regulates activities that would alter streams, rivers, or lakes. CDFW also has jurisdiction over riparian habitats (e.g., southern willow scrub) associated with watercourses. Areas considered jurisdictional by CDFW extend to the outer edge of riparian vegetation, at the top of the bank of streams or lakes, or as far as the associated floodplain, whichever is wider.

All wetlands and potential wetlands are also under the jurisdiction of the City. The City defines wetlands as areas characterized by any of the following conditions (see Section 113.0103 of the SDMC):

1. All areas persistently or periodically containing naturally occurring wetland vegetation communities characteristically dominated by hydrophytic vegetation including, but not limited to, salt marsh, brackish marsh, freshwater marsh, riparian forest, oak riparian forest, riparian woodlands, riparian scrub, and vernal pools.

2. Areas that have hydric soils or wetland hydrology and lack naturally occurring wetland vegetation communities because human activities have removed the historic wetland vegetation, or catastrophic or recurring natural events or processes have acted to preclude the establishment of wetland vegetation, as in the case of saltpans and mudflats.

3. Areas lacking wetland vegetation communities, hydric soils, and wetland hydrology due to non-permitted filling of previously existing wetlands.

As discussed in the City's Land Development Manual – Biology Guidelines human activities or naturally occurring events have resulted in disturbance which can complicate the proper identification of wetlands. Specifically, areas lacking naturally occurring wetland vegetation communities are still considered wetlands if hydric soils or the wetland hydrology is present. Additionally, seasonal drainage patterns, such as ephemeral or intermittent drainages, may not be sufficient to support wetland-dependent vegetation. These drainages would not satisfy the City's wetland definition unless wetland-dependent vegetation is either present in the drainage or lacking due to past human intervention. These seasonal drainages may still fall under USACE or CDFW jurisdiction as "Waters of the U.S."

Some coastal wetlands, vernal pools, and riparian areas have been previously mapped and are shown on City maps labeled C-713 and C-740, for which Map No. C-713 applies to the proposed CPU area. There are no areas mapped as wetlands on the City's Map No. C-713 within the proposed CPU area. However, an unvegetated, concrete-lined portion of Las Chollas Creek enters the proposed CPU area from the east. Although a formal wetlands delineation was not conducted, this portion of Las Chollas Creek is assumed as USACE non-wetland waters/CDFW streambed, and is therefore considered a sensitive biological resource by the City.

4.14.1.5 Wildlife Movement and Corridors

Habitat linkages and wildlife corridors are defined as areas that connect suitable wildlife habitat areas in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas

with cover provide corridors for wildlife travel. Habitat linkages and wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. These areas are considered sensitive by the City and resource and conservation agencies. The proposed CPU area contains limited natural habitat and does not function as a wildlife corridor.

4.14.1.6 Regulatory Framework

Several local, state, and federal regulations govern impacts associated with construction and post-construction projects within the proposed CPU. The following is a summary of the regulatory framework that provides the context for preservation and protection of biological resources.

Federal Endangered Species Act. The federal Endangered Species Act of 1973 (ESA), as amended, 16 U.S.C. 1531 et seq., provides for listing of endangered and threatened species of plants and animals and designation of critical habitat for listed animal species. The ESA also prohibits all persons subject to U.S. jurisdiction from "taking" endangered species, which includes any harm or harassment. Section 7 of the ESA requires that federal agencies, prior to project approval, consult USFWS and/or the National Marine Fisheries Service to ensure adequate protection of listed species that may be affected by the project.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703 et seq.) is a federal statute that implements treaties with several countries on the conservation and protection of migratory birds. The number of bird species covered by the MBTA is extensive and is listed at 50 CFR 10.13. The regulatory definition of "migratory bird" is broad and includes any mutation or hybrid of a listed species and includes any part, egg, or nest of such bird (50 CFR 10.12). Migratory birds are not necessarily federally listed endangered or threatened birds under the ESA. The MBTA, which is enforced by USFWS, makes it unlawful "by any means or in any manner, to pursue, hunt, take, capture, [or] kill" any migratory bird, or attempt such actions, except as permitted by regulation. The applicable regulations prohibit the take, possession, import, export, transport, sale, purchase, barter or offering of these activities, except under a valid permit or as permitted in the implementing regulations (50 CFR 21.11).

California Endangered Species Act. Similar to the Federal ESA, the California ESA provides protection to species considered threatened or endangered by the State of California. The California ESA recognizes the importance of threatened and endangered fish, wildlife and plant species and their habitats, and prohibits the taking of any endangered, threatened or rare plant and/or animal species unless specifically permitted for education or management purposes.

California Fish and Game Code Sections 3503 and 3503.5. Similar to the Federal Migratory Bird Treaty Act, California Fish and Game Code Section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds-of-prey) or to take possess, or destroy the nest or eggs of any such bird except as otherwise provided by the code.

a. Natural Habit Conservation and Planning

The Natural Habitat Community Conservation Planning (NCCP) Program was enacted by the State of California in 1991, to provide long-term regional protection of natural vegetation and wildlife diversity while allowing compatible development. The NCCP process was initiated to provide an alternative to single-species conservation efforts (habitat conservation plans). The NCCP is intended to provide a regional approach to the protection of species within a designated natural community. The MSCP is an outgrowth of this planning.

b. Multiple Species Conservation Program

The MSCP is a comprehensive, long-term habitat conservation planning program that covers approximately 900 square miles in the southwestern San Diego region under the federal and state Endangered Species Acts and state NCCP Act of 1991. The planned MSCP regional preserve is targeted at 172,000 acres. Local jurisdictions, including the City, implement their portions of the regional umbrella MSCP Plan through Subarea plans, which describe specific implementing mechanisms. The City's MSCP Subarea Plan was approved in March 1997, and includes 206,124 acres within its municipal boundaries. The City's planned MSCP preserve totals 56,831 acres, with 52,012 acres (90 percent) targeted for preservation. In 2004, the City committed to increasing the conservation target by 715 acres in association with revisions to the City's brush management regulations in response to local wildfires.

The MSCP Subarea Plan also contains the process used for the issuance of incidental take permits for listed species under Section 10(a)(1)(B) of the federal Endangered Species Act and Section 2835 under the California Endangered Species Act. The primary goal of the MSCP Subarea Plan is to conserve viable populations of sensitive species and to conserve regional biodiversity while allowing for reasonable economic growth. In July 1997, the City signed an Implementing Agreement with the USFWS and the CDFW. The Implementing Agreement serves as a binding contract between the City, the USFWS, and the CDFW that identifies the roles and responsibilities of the parties to implement the MSCP and subarea plan. The agreement allows the City to issue incidental take authorizations under the provisions of the MSCP. Applicable state and federal permits are still required for wetlands and listed species that are not covered by the MSCP.

c. Multiple-Habitat Planning Area

One of the primary objectives of the MSCP is to identify and maintain a preserve system which allows for animals and plants to exist at both the local and regional levels. The MSCP has identified large blocks of native habitat having the ability to support a diversity of plant and animal life known as “core biological resource areas.” Between these core areas are linkages that provide for wildlife movement. The combination of the core areas and the linkages has been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region and are designated as the MHPA within the City’s MSCP Subarea Plan. The MHPA is the area within which the permanent MSCP preserve would be assembled and managed for its biological resources. MHPA lands are considered by the City to be a sensitive biological resource.

The proposed CPU area is outside the City’s MHPA. In accordance with the MSCP, for parcels located outside the MHPA, “there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species’ habitat (which are regulated by state and federal agencies) and narrow endemic species.” However, “impacts to sensitive biological resources must be assessed and mitigation, where necessary, must be provided in conformance” with the City’s Biological Guidelines (City of San Diego 2004b).

d. Land Development Code and Biology Guidelines

The City has developed a set of Biological Survey Guidelines which are to be used as part of the environmental review process to meet the requirements of CEQA, the MSCP, and the City’s ESL. The ESL defines sensitive biological resources as lands within the MHPA and “lands outside of the MHPA that contain wetlands; vegetation communities classifiable as Tier I, II, IIIA or IIIB; habitat for rare, endangered or threatened species or narrow endemic species” (City of San Diego 2004b).

e. City of San Diego General Plan Policies

The Conservation Element of the General Plan calls for the City to be a model for sustainable development and conservation. Policies are to conserve natural resources; protect unique landforms; preserve and manage our open space and canyon systems, beaches, and watercourses; prevent and reduce pollution; reduce the City’s carbon footprint; and promote clean technology industries. Specific policies related to biological diversity and wetlands are shown in Tables 4.14-1 and 4.14-2 below.

TABLE 4.14-1
GENERAL PLAN CONSERVATION ELEMENT POLICIES
RELATED TO BIOLOGICAL DIVERSITY

Policy	Description
CE-G.1	Preserve natural habitats pursuant to the MSCP, preserve rare plants and animals to the maximum extent practicable, and manage all City-owned native habitats to ensure their long-term biological viability.
	a. Educate the public about the impacts invasive plant species have on open space.
	b. Remove, avoid, or discourage the planting of invasive plant species.
	c. Pursue funding for removal of established populations of invasive species within open space.
CE-G.2	Prioritize, fund, acquire, and manage open spaces that preserve important ecological resources and provide habitat connectivity.
CE-G.3	Implement the conservation goals/policies of the City's MSCP Subarea Plan, such as providing connectivity between habitats and limiting recreational access and use to appropriate areas.
CE-G.4	Protect important ecological resources when applying floodplain regulations and development guidelines.
CE-G.5	Promote aquatic biodiversity and habitat recovery by reducing hydrological alterations, such as grading a stream channel.

SOURCE: City of San Diego General Plan Conservation Element 2008a

TABLE 4.14-2
GENERAL PLAN CONSERVATION ELEMENT POLICIES
RELATED TO WETLANDS

Policy	Description
CE-H.1	Use a watershed planning approach to preserve and enhance wetlands.
CE-H.2	Facilitate public-private partnerships that improve private, federal, state and local coordination through removal of jurisdictional barriers that limit effective wetland management.
CE-H.3	Seek state and federal legislation and funding that support efforts to research, classify, and map wetlands including vernal pools and their functions, and improve restoration and mitigation procedures.
CE-H.4	Support the long-term monitoring of restoration and mitigation efforts to track and evaluate changes in wetland acreage, functions, and values.
CE-H.5	Support research and demonstration projects that use created wetlands to help cleanse urban and storm water runoff, where not detrimental to natural upland and wetland habitats.
CE-H.6	Support educational and technical assistance programs, for both planning and development professionals, and the general public, on wetlands protection in the land use planning and development process.
CE-H.7	Encourage site planning that maximizes the potential biological, historic, hydrological and land use benefits of wetlands.
CE-H.8	Implement a "no net loss" approach to wetlands conservation in accordance with all city, state, and federal regulations.
CE-H.9	Consider public health, access, and safety, including pest and vector control, on wetland creation and enhancement sites.

SOURCE: City of San Diego General Plan Conservation Element 2008a

f. Chollas Creek Enhancement Program

The Chollas Creek Enhancement Program was previously discussed and analysis of potential impacts was included in Section 4.1, Land Use. To summarize, Las Chollas Creek is a 25-mile natural drainage system that originates in Lemon Grove and contributes to improving water quality through natural filtration. The policies contained in Section 7.2 of the Recreation Element of the proposed CPU contain directives for protecting and enhancing "Las Chollas Creek's natural resources while allowing for a certain level of public recreational and educational use."

4.14.2 Significance Determination Thresholds

Potential impacts to biological resources are assessed through review of the proposed CPU's consistency with the ESL Regulations, Biology Guidelines, and MSCP Subarea Plan. Before a determination of the significance of an impact can be made, the presence and nature of the biological resources must be established. Thus, significance determination, pursuant to the City's Significance Determination Thresholds (2011a), proceeds in two steps. The first step consists of determining if significant biological resources are present. The second step is to determine the potential for direct, indirect, and cumulative impacts to identified sensitive biological resources that would occur as a result of adoption of the proposed CPU under Scenario 1 and Scenario 2.

Based on the City's Significance Determination Thresholds, which have been adapted to guide a programmatic analysis of the proposed CPU, impacts related to biological resources would be significant if the proposed CPU would:

1. Result in the reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals;

2. Result in significant impacts to important habitat or result in interference with the movements of resident or migratory fish or wildlife species;

3. Affect the long-term conservation of biological resources by allowing encroachment by urban development into any defined comprehensive resource planning area (e.g., MHPA);

4. Result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian) through direct removal, filling, hydrological interruption, or other means;

5. Result in a conflict with any local policies or ordinances protecting biological resources; or

6. Result in noise impacts to sensitive species.

4.14.2.1 Biological Resources Determination

Pursuant to the City's Significance Determination Thresholds, existence of any of the following situations associated with the proposed CPU may indicate the presence of significant biological resources:

- The site has been identified as part of the MHPA by the City's MSCP's Subarea Plan.
- The site supports or could support Tier I, II, IIIA & B vegetation communities (such as grassland, chaparral, coastal sage scrub).
- The site contains, or comes within 100 feet of, a natural or man-made drainage. The site lies within the 100-year floodplain established by FEMA and the Flood Plain Fringe/Flood Way zones.
- The site does not support a "covered" (per MSCP) vegetation community; however, important wildlife species may use the site for a corridor, etc.

For purposes of this analysis, the reference to "site" above is applied to the proposed CPU area, and references following this section will be to the proposed CPU.

4.14.2.2 Biological Impacts Determination

Pursuant to the City's Significance Determination Thresholds, occurrence of any of the following situations associated with identified biological resources may indicate significant direct and indirect biological impacts.

a. Direct Impacts

- Any encroachment in the MHPA is considered a significant impact to the preservation goals of the MSCP. Any encroachment into the MHPA (in excess of the allowable encroachment by a project) would require a boundary adjustment which would include a habitat equivalency assessment to ensure that what will be added to the MHPA is at least equivalent to what would be removed.
- Lands containing Tier I, II, IIIA, and IIIB habitats and all wetlands are considered sensitive and declining habitats. Impacts to these resources may be considered significant.
- Impacts to individual sensitive species, outside of any impacts to habitat, may also be considered significant based upon the rarity and extent of impacts. Impacts to state or federally listed species and all narrow endemics should be considered significant.

- Certain species covered by the MSCP and other species not covered by the MSCP may be considered significant on a case-by-case basis taking into consideration all pertinent information regarding distribution, rarity, and the level of habitat conservation afforded by the MSCP.

b. Indirect Impacts

The Significance Determination Guidelines indicate that depending on the circumstances, indirect effects of a project may be as significant as the direct effects of the project. Indirect effects include, but are not limited to, the following impacts:

- Introduction of urban meso-predators into a biological system
- Introduction of urban runoff into a biological system
- Introduction of invasive exotic plant species into a biological system
- Noise and lighting impacts
- Alteration of a dynamic portion of a system, such as stream flow characteristics or fire cycles
- Loss of a wetland buffer that includes no environmentally sensitive lands

4.14.3 Issue 1: Sensitive Species

Would the proposed CPU result in the reduction in the number of any unique, rare, endangered, sensitive, or fully protected species of plants or animals?

4.14.3.1 Impacts

The proposed CPU identifies measures in relation to the conservation of biological resources. Other than the San Diego Bay, the only natural open space is what remains of Las Chollas Creek and its immediate surroundings. A goal of the Recreation Element is to provide an open space system for the preservation and management of Las Chollas Creek and the San Diego Bay. Policies 7.4.1 through 7.4.5 were included in the proposed CPU to support this goal as it pertains to the protection and enhancement of Las Chollas Creek through restoration and the provision of low-intensity recreation and public access, and improvements.

Further policies (Policy 8.2.1 through 8.2.5) are included in the Conservation Element of the proposed CPU, and include the initiation of interjurisdictional coordination with the Navy and other agencies for restoration efforts, implementing various restoration and water quality strategies from the Chollas Creek Enhancement Program, conducting

invasive species removal, and overall protection from incompatible uses, such as off-road activities, frisbee golf, community gardens, off-leash dog areas, and equestrian use.

No sensitive plants were found or are expected to occur within the proposed CPU area, as it is dominated by ornamental plants and developed land. Thus, there would be no impacts to sensitive plant species.

No sensitive wildlife species were detected during the survey; however, a raptor was observed overhead.

All future development projects, including within the Coastal Categorical Exclusion Area, would be subject to existing federal, state, and local regulations for the protection of sensitive wildlife species as discussed in Section 4.14.1.6 above. The proposed CPU area, including the Coastal Categorical Exclusion Area (see Figure 3-6) is highly urbanized, and landscaping consists primarily of ornamental species. Given the urban nature of this area, impacts to sensitive wildlife species would be considered less than significant for both Scenario 1 and Scenario 2.

4.14.3.2 Significance of Impacts

No sensitive plant or wildlife species were detected in the survey area; thus, direct impacts would not be significant. Future development under the proposed CPU, including the Coastal Categorical Exclusion Area, would occur within an existing urbanized area with primarily ornamental species and would not be considered significant. No mitigation would be required.

4.14.4 Issue 2: Sensitive Habitats

Would the proposed CPU result in significant impacts to important habitat or result in interference with the movements of resident or migratory fish or wildlife species?

4.14.4.1 Impacts

There are no Tier I, II, or III habitats within the proposed CPU area. The majority of the impacts resulting from future development under the proposed CPU under either scenario would occur in urban/developed land areas (see Figure 4.14-1). A small patch of disturbed land (Tier IV) adjacent to Las Chollas Creek would be impacted by the development of a park in this area.

The proposed CPU area contains limited natural habitat and does not function as a wildlife corridor. This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion.

Therefore, adoption of the proposed CPU or future development under either land use scenario would not interfere with any wildlife corridor and would not have a significant impact to wildlife movement.

4.14.4.2 Significance of Impacts

Impacts to disturbed and urban/developed lands would not be considered significant, as these land types are not considered sensitive habitats. As stated above, development under the proposed CPU for both Scenario 1 and Scenario 2 would not remove any natural habitat, and therefore would not have a significant impact on wildlife movement. No mitigation would be required.

4.14.5 Issue 3: Encroachment

Would the proposed CPU affect the long-term conservation of biological resources by allowing encroachment by urban development into any defined comprehensive resource planning area (e.g., MHPA)?

4.14.5.1 Impacts

The proposed CPU area is outside the City's MHPA. In accordance with the MSCP, for parcels located outside the MHPA, "there is no limit on the encroachment into sensitive biological resources, with the exception of wetlands, and listed non-covered species' habitat (which are regulated by state and federal agencies) and narrow endemic species." This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion. Impacts under either Scenario 1 or Scenario 2 of the proposed CPU would not be significant.

4.14.5.2 Significance of Impacts

Future development under the proposed CPU would not have significant impacts on the MSCP, as all development would occur outside of the City's designated MHPA. Therefore, no mitigation would be required.

4.14.6 Issue 4: Wetlands

Would the proposed CPU result in a substantial adverse impact on wetlands (including, but not limited to, marsh, vernal pool, riparian, etc.) through direct removal, filling, hydrological interruption, or other means?

4.14.6.1 Impacts

No wetlands were identified within the survey area; therefore, no direct impacts are expected to occur to wetland vegetation. This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion. However, non-wetland waters of the U.S., which include a concrete-lined floodway (Las Chollas Creek), are located within the proposed CPU area.

The proposed CPU does not propose removal, filling, hydrological interruption, or other changes to Las Chollas Creek; however, surface runoff from the proposed CPU area eventually discharges to these waters (see Section 4.8.1.2a, Drainage Patterns). Therefore, any riparian vegetation or wetland habitat downstream of Las Chollas Creek or within San Diego Bay would have a potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of specific development. As discussed in Section 4.8.3, because much of the existing development precedes the adoption of storm water regulations, it is anticipated that new development under the proposed CPU, which would be required to implement storm water BMPs (i.e., retention or filtration) into project design to address the potential for transport of pollutants of concern through either retention or filtration, would likely result in a decrease in surface flows and, in turn, polluted water. Therefore, impacts associated with surface runoff for both Scenario 1 and Scenario 2 would to be less than significant.

4.14.6.2 Significance of Impacts

Future development under the proposed CPU would not directly impact wetland or riparian vegetation, but has a potential to impact riparian vegetation or wetland habitat downstream due to surface runoff and sedimentation during the construction and operation of future development. Potential impacts would be below a level of significance due to the required compliance with storm water regulation and the implementation of required BMPs (see Section 4.8, Hydrology, Water Quality, and Drainage). No mitigation would be required.

4.14.7 Issue 5: Local Policies or Ordinances

Would the proposed CPU result in a conflict with any local policies or ordinances protecting biological resources?

4.14.7.1 Impacts

In addition to the MSCP, the City relies on the ESL, as implemented through the Biological Survey Guidelines, for protection of sensitive biological resources. As defined by the ESL, the proposed CPU area does not contain wetlands; vegetation communities classifiable as Tier I, II, or III; or habitat for rare, endangered, or threatened species or

narrow endemic species. The proposed CPU land use plans under both Scenario 1 and Scenario 2, as well as the proposed CPU policies, are consistent with the ESL, as it would not result in any direct impacts to sensitive biological resources. This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion. Thus, there would be no significant impacts with regard to local policies or ordinances.

4.14.7.2 Significance of Impacts

The proposed CPU under both Scenario 1 and Scenario 2 would be consistent with the ESL in relation to sensitive biological resources. Impacts would be less than significant, and no mitigation would be required.

4.14.8 Issue 6: Noise and Sensitive Species

Would the revised Land Use Compatibility Chart proposed by the General Plan Update result in noise impacts to sensitive species?

4.14.8.1 Impacts

No sensitive listed or threatened and endangered wildlife species were detected during the survey; therefore, no noise impacts to sensitive wildlife species would occur as a result of implementing the proposed CPU under either scenario. This determination would also apply to those future development projects located within the area proposed for the Coastal Categorical Exclusion.

4.14.8.2 Significance of Impacts

No sensitive plant or wildlife species were detected in the survey area; no impacts are expected to occur as a result of either Scenario 1 or Scenario 2. Therefore, no mitigation would be required.

4.15 Greenhouse Gas Emissions

The following GHG emissions analysis is based on the Greenhouse Gas Emissions Analysis for the Barrio Logan CPU prepared by RECON in August 2012. The complete analysis is included as Appendix I.

4.15.1 Existing Conditions

4.15.1.1 Greenhouse Gas Inventories

a. Statewide GHG Emissions

Statewide GHG inventories performed by the CARB over the past two decades report that statewide GHG emissions totaled 433 million metric tons of carbon dioxide equivalents ($MMTCO_2E$) in 1990, 458 $MMTCO_2E$ in 2000, 484 $MMTCO_2E$ in 2004, and 478 $MMTCO_2E$ in 2008 (CARB 2010a). Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

b. Project Area GHG Emissions

The proposed CPU area is currently a source of anthropogenic GHGs, with emissions generated by vehicular traffic and by the energy use, water use, and solid waste disposal practices of the existing buildings. Quantification of the existing GHG emissions from land uses and associated traffic was performed using CalEEMod, which was released in March 2011 by the CARB.

The results of the CalEEMod analysis indicate that the existing land uses are currently generating approximately 254,739.90 metric tons of carbon dioxide equivalents ($MTCO_2E$) annually as shown in Table 4.15-1 below.

TABLE 4.15-1
PROPOSED CPU AREA
GHG EMISSIONS IN 2010
($MTCO_2E$ PER YEAR)

Emission Source	Existing Emissions
Vehicles	96,031.30
Energy Use	27,636.34
Area Sources	2,383.66
Water Use	69,851.42
Solid Waste Disposal	58,837.18
TOTAL	**254,739.90**

4.15.1.2 Consequences of Global Climate Change

CARB projects a future statewide GHG emissions increase of more than 23 percent (from 2004) by 2020 given current trends (CARB 2008a). The 2008 Energy Policy Initiative Center study predicts a countywide increase to 43 $MMTCO_2E$, or roughly 20 percent (from 2006) by 2020, given a business-as-usual (BAU) trajectory. Global GHG emissions forecasts also predict similar substantial increases, given a BAU trajectory.

The potential consequences of global climate change on the San Diego region are far reaching. The Climate Scenarios analysis report, published in 2006 by the California Climate Change Center, predicts that throughout the state and the region, global climate and local microclimate changes could cause an increase in extreme heat days; higher concentrations, frequency, and duration of air pollutants; an increase in wildfires; more intense coastal storms; sea level rise; impacts to water supply and water quality through reduced snowpack and saltwater influx; public health impacts; impacts to near-shore marine ecosystems; reduced quantity and quality of agricultural products; pest population increases; and altered natural ecosystems and biodiversity.

The proposed CPU is located along the coast adjacent to San Diego Bay, lying completely within the Coastal Overlay Zone. The area is fairly flat with elevations ranging from approximately 10 to 70 feet AMSL. The proposed CPU area is thus more susceptible than inland or higher-elevation locations to the potential threats of intense coastal storms and sea level rise. The 2001 CCC staff report titled *Overview of Sea Level and Some Implications for Coastal California,* described the types of impacts that are likely to occur at marine terminals and ports. In the near term these impacts would not likely be significant but over the years could become adverse. The report identifies a 90 percent probability that the sea level in the San Diego region will increase 3 inches by 2025 and as much as 9.5 inches by 2100. Potential impacts include reduced periods for loading and unloading cargo, reconstruction/heightening of docks and piers, and the potential for bay water to intrude into Las Chollas Creek. The Local Governments for Sustainability *Sea Level Rise Adaptation Strategy for San Diego Bay* study released in January 2012, looked more specifically at sea level rise impacts affecting San Diego Bay. This study concluded that over the next few decades there will be an increase in the frequency and severity of flooding due to waves, storm surge, El Niño events, and very high tides; and starting around mid-century, regularly occurring inundation may impact parts of San Diego Bay, resulting in flooding, inundation, erosion, salt water intrusion, and water table rise.

4.15.1.3 Existing Regulatory Framework

There are numerous plans, policies, and regulations aimed at reducing GHG emissions. They exist at the international, national, state, and local levels. The discussion below is focused on the key state and local regulations affecting GHG emissions and analyses of land development projects. Greater detail on these and other GHG-related regulations,

including international and national regulations, is provided in the GHG technical study (Appendix I).

a. State

Executive Order S-3-05—Statewide GHG Emission Targets

This 2005 Executive Order (EO) established the following GHG emission reduction targets for the state of California:

- by 2010 reduce GHG emissions to 2000 levels;
- by 2020 reduce GHG emissions to 1990 levels; and,
- by 2050 reduce GHG emissions to 80 percent below 1990 levels.

It also directed the secretary of the California EPA to oversee efforts made to reach these targets and to prepare biannual reports on the progress made toward meeting the targets, on the impacts to the state related to global warming, and on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006, and has been updated every two years.

AB 32—California Global Warming Solutions Act

In response to EO S-3-05, the California legislature passed AB 32, the California Global Warming Solutions Act of 2006. It required CARB to adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. It also required CARB to adopt a plan indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

As directed, in December 2007, CARB approved a 2020 emission limit of 427 $MMTCO_2E$ and the following year completed a Climate Change Scoping Plan (Scoping Plan).

Climate Change Scoping Plan

The 2008 Scoping Plan includes strategies and reduction measures to reduce statewide GHG emissions to 1990 levels by 2020. The reduction measures would achieve an approximate 174 $MMTCO_2E$ reduction in GHG emissions, for approximately 29 percent less than the state's projected 2020 emission level of 596 $MMTCO_2E$ under a BAU scenario. CARB will update the Scoping Plan at least once every 5 years to allow evaluation of progress made and to correct the Scoping Plan's course where necessary.

Table 4.15-2 summarizes the reduction measures CARB identified in 2008 as necessary to reduce forecasted BAU 2020 emissions to target levels. As indicated in Table 4.15-2, the majority of reductions is directed at the sectors with the largest GHG emissions contributions—transportation and electricity generation—and involve statutory mandates affecting vehicle or fuel manufacturing, public transit, and public utilities. To address

TABLE 4.15-2
CARB SCOPING PLAN-RECOMMENDED GHG REDUCTION MEASURES

Recommended Reduction Measures	Reductions Counted Towards 2020 Target In $MMTCO_2E$ (% total) [2]
ESTIMATED REDUCTIONS RESULTING FROM THE COMBINATION OF CAPPED SECTORS AND COMPLEMENTARY MEASURES	**146.7**
California Light-duty Vehicle Greenhouse Gas Standards • Implement Pavley Standards • Develop Pavley II light-duty vehicle standards	31.7 (22%)
Energy Efficiency • Building/appliance efficiency, new programs, etc. • Increase CHP generation by 30,000 gigawatt hours (GWh) • Solar Water Heating (AB 1470 goal)	26.3 (18%)
Renewables Portfolio Standard (33% by 2020)	21.3 (14%)
Low Carbon Fuel Standard	15 (10%)
Regional Transportation-related GHG Targets[1]	5 (4%)
Vehicle Efficiency Measures	4.5 (3%)
Goods Movement • Ship Electrification at Ports • Systemwide Efficiency Improvements	3.7 (3%)
Million Solar Roofs	2.1 (2%)
Medium/Heavy Duty Trucks • Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction (Aerodynamic Efficiency) • Medium- and Heavy-duty Vehicle Hybridization	1.4 (<1%)
High Speed Rail	1.0 (<1%)
Industrial Measures (for sources covered under cap & trade program) • Refinery Measures • Energy Efficiency and Co-benefits Audits	0.3 (<.5%)
Additional Reductions Necessary to Achieve the Cap	34.4 (23%)
ESTIMATED REDUCTIONS RESULTING FROM UNCAPPED SECTORS	**27.3**
Industrial Measures (for sources not covered under cap & trade program) • Oil and Gas Extraction and Transmission	1.1
High Global Warming Potential Gas Measures	20.2
Sustainable Forests	5.0
Recycling and Waste (landfill methane capture)	1.0
TOTAL REDUCTIONS COUNTED TOWARDS 2020 TARGET	**174**[3]

Source: Table 2 of CARB 2008b.

[1] This number represents an estimate of what may be achieved from local land use changes. It is not the Senate Bill (SB) 375 regional target. CARB will establish regional targets for each Metropolitan Planning Organization following input of the Regional Targets Advisory Committee and a public stakeholders consultation process per SB 375.

[2] Percentages are relative to the capped sector subtotal of 146.7 $MMTCO_2E$, and may not total 100 due to rounding.

[3] The total reduction for the recommended measures slightly exceeds the 169 MMTCO2E of reductions estimated in the BAU 2020 Emissions Forecast. This is the net effect of adding several measures and adjusting the emissions reduction estimates for some other measures.

emissions from vehicles, CARB is proposing a comprehensive three-prong strategy: reducing GHG emissions from vehicles, reducing the carbon content of the fuel these vehicles burn, and reducing the miles these vehicles travel.

To address emissions from energy use, the Scoping Plan includes enhanced energy efficiency programs that provide incentives for customers to purchase and install more efficient products; building, and appliance standards to ensure that manufacturers and builders bring improved products to market; and renewable energy mandates for public utilities. Over the long term, the recommended measures will increase the amount of electricity from renewable energy sources and improve the energy efficiency of industries, homes, and buildings. While energy efficiency would account for the largest GHG reductions, other applicable land development measures such as water conservation and waste reduction would achieve additional energy emission reductions.

Several Scoping Plan measures have been adopted as mandatory requirements in statewide regulations. The ones of most relevance to this analysis include the Pavley GHG Vehicle Standards, the Low Carbon Fuel Standards, and the Renewables Portfolio Standard.

AB 1493—Pavley GHG Vehicle Standards

AB 1493 (Pavley) enacted July 2002, directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light duty trucks to the maximum extent technologically feasible, beginning with the 2009 model year. However, due to a lawsuit by the Alliance of Automobile Manufacturers, their eventual implementation did not get authority until June 2009. Termed “Pavley,” these regulations are expected to reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and about 30 percent in 2016 (CARB 2010b) for a total reduction of 31.7 $MMTCO_2E$ counted toward the total statewide reduction target (CARB 2008b) (see Table 4.15-2). Pavley I took effect for model years starting in 2009 to 2016, and Pavley II will cover 2017 to 2025. These reductions are to come from improved vehicle technologies such as small engines with superchargers, continuously variable transmissions, and hybrid electric drives.

EO S-01-07—Low Carbon Fuel Standard

The Low Carbon Fuel Standard (LCFS) is the means by which the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by 2020. CARB adopted the LCFS as a discrete early action measure pursuant to AB 32 in April 2009. The LCFS is a performance standard with flexible compliance mechanisms intended to incentivize the development of a diverse set of clean, low-carbon transportation fuel options. Its aim is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen, by taking into consideration the full life-cycle of GHG emissions. A 10 percent reduction in the intensity of transportation fuels is expected to equate to a reduction of 16.5 $MMTCO_2E$ in 2020. However, in order to account for possible overlap of

benefits between LCFS and the Pavley GHG standards, CARB has discounted the contribution of LCFS to 15 $MMTCO_2E$ (CARB 2008b).

The LCFS is currently being challenged in the U.S. Supreme Court, with plaintiffs arguing that it violates the Interstate Commerce Clause of the Constitution. One of the rulings preliminarily enjoined CARB from enforcing the regulation. In April 2012, the court granted CARB's motion for a stay of the injunction while it continues to consider CARB's appeal of the lower court's decision. Litigation is ongoing, and as of December 2012, no final decision has been made whether the program is unconstitutional.

Renewables Portfolio Standard

The Renewables Portfolio Standard (RPS) promotes diversification of the state's electricity supply. Originally adopted in 2002, with a goal to achieve a 20 percent renewable energy mix by 2020, the goal has been accelerated and increased, most recently by EO S-14-08 and EO S-21-09 to a goal of 33 percent by 2020. Its purpose is to achieve a 33 percent renewable energy mix statewide, where 33 percent of the state's electricity needs would be met by renewable energy sources by 2020 (CARB 2008b). Increasing the RPS to 33 percent was meant to accelerate the transformation of the electricity sector through investment in the transmission infrastructure and systems changes to allow integration of large quantities of intermittent wind and solar generation. Renewable energy includes (but is not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Increased use of renewables would decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. CARB estimates that full achievement of the RPS would decrease statewide GHG emissions by 21.3 $MMTCO_2E$ (CARB 2008b).

SB 375—Regional Emissions Targets

SB 375 was signed in September 2008, requiring CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Regional Transportation Plan (RTP) GHG Target Scoping Plan measure. Its purpose is to align regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation, in order to reduce GHG emissions by promoting high-density, mixed-use developments around mass transit hubs.

CARB, in consultation with the state's Metropolitan Planning Organizations, was required to provide each affected region with passenger vehicle GHG emissions reduction targets for 2020 and 2035, by September 30, 2010. On September 23, 2010, CARB approved a San Diego regional emissions target which requires a reduction in GHG emissions from cars and light trucks 7 percent per capita by 2020, and 13 percent by 2035 (SANDAG 2010f). The reduction targets are to be updated every 8 years, but can be updated every 4 years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

In response to SB 375, SANDAG prepared a Sustainable Communities Strategy (SCS) in late 2011 as part of its 2050 RTP that demonstrates how the region will meet its regional GHG reduction targets through integrated land use, housing, and transportation planning. The SCS focuses on enhanced public transit service combined with incentives for land use development that provides a better market for public transit. SANDAG's 2050 RTP is the first such plan in the state that includes an SCS (CARB 2010c; SANDAG 2010f). It should be noted that the EIR prepared for the RTP and SCS is currently being challenged (as of preparation of this PEIR).

Title 24, Part 6—California Energy Code

The California Code of Regulations, Title 24, Part 6, is the California Energy Code. This code, originally enacted in 1978 in response to legislative mandates, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy consumption. The Energy Code is updated periodically to incorporate and consider new energy-efficiency technologies and methodologies as they become available. The most recent amendments to the Energy Code, known as 2008 Title 24, or the 2008 Energy Code, became effective January 1, 2010. 2008 Title 24 requires energy savings of 15–35 percent above the former 2005 Title 24 Energy Code. At a minimum, residential buildings must achieve a 15-percent reduction in their combined space heating, cooling, and water heating energy consumption compared to the 2005 Title 24 standards. Incentives in the form of rebates and tax breaks are provided on a sliding scale for buildings achieving energy efficiency above the minimum 15 percent reduction over the 2005 Title 24. The reference to 2005 Title 24 is relevant in that many of the state's long-term energy and GHG reduction goals identify energy-saving targets relative to the 2005 Title 24. By reducing California's energy consumption, emissions of statewide GHGs may also be reduced.

With respect to new construction and major renovations, compliance with the current Energy Code must be demonstrated through submission and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The compliance reports must demonstrate a building's energy performance through use of CEC-approved energy performance software that shows incremental increases in energy efficiency given selection of various HVAC, sealing, glazing, insulation, and other building techniques. Title 24 governs energy consumed by the built environment, by the major building envelope systems such as space heating, space cooling, water heating, some aspects of the fixed lighting system, and ventilation. Non-building energy use, or "plug-in" energy use (such as appliances, equipment, electronics, plug-in lighting), are independent of building design and are not subject to Title 24.

Title 24, Part 11—California Green Building Standards

In 2007, Governor Schwarzenegger directed the California Building Standards Commission to work with state agencies on the adoption of green building standards for residential, commercial, and public building construction for the 2010 code adoption process. A

voluntary version of the California Green Building Standards Code, referred to as CalGreen, was added to Title 24 as Part 11 in 2009. The 2010 version of CalGreen took effect January 1, 2011, and instituted mandatory minimum environmental performance standards for ground-up new construction of commercial and low-rise residential buildings, state-owned buildings, schools, and hospitals. It also includes voluntary tiers (I and II) with stricter environmental performance standards for these same categories of residential and non-residential buildings. The mandating performance standards for new construction include:

- 20 percent reduction in indoor water use relative to specified baseline levels, with voluntary goals for reductions of 30 percent and over;
- water submetering;
- diversion of 50 percent waste from landfills, with voluntary goal reductions of 65 percent for homes and 80 percent for commercial projects;
- inspections of energy systems to ensure optimal working efficiency, with voluntary goals for 15 percent (Tier I) and 30 percent (Tier II) in exceedance of 2008 Title 24; and
- requirements for low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

Similar to the compliance reporting procedure described above for demonstrating energy code compliance in new buildings and major renovations, compliance with the CalGreen water reduction requirements must be demonstrated through completion of water use reporting forms for both residential and non-residential buildings. The water use compliance form must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CalGreen or a reduced per-plumbing-fixture water use rate.

SB 97—CEQA GHG Amendments

Senate Bill 97 (SB 97) was passed by the legislature in 2007. It required the Office of Planning and Research (OPR) to prepare amendments to the CEQA Guidelines to assist public agencies in the evaluation of project/plan effects on GHG and necessary mitigation measures to address any significant impacts, including impacts associated with transportation and energy consumption. CEQA Guidelines Section 15064.4, which was amended in March 2010, includes the following requirements for determining the significance of impacts from GHG emissions:

(a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of GHG emissions resulting from a project. A lead agency shall have discretion to determine, in the context of a particular project, whether to:

(1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The lead agency has discretion to select the model or methodology it considers most appropriate provided it supports its decision with substantial evidence. The lead agency should explain the limitations of the particular model or methodology selected for use; and/or

(2) Rely on a qualitative analysis or performance based standards.

While the amendments require calculation of a project's contribution of GHGs, they clearly do not establish a standard by which to judge a significant effect or a means to establish such a standard. These standards are left up to the local air management board or lead agency.

b. Local

San Diego Sustainable Community Program/Cities for Climate Protection

In 2002, the City Council approved the San Diego Sustainable Community Program (SCP) and requested that an advisory committee be established to provide recommendations that would decrease GHG emissions from City operations. The City subsequently became a participant in the ICLEI Cities for Climate Protection (CCP) campaign to reduce GHG emissions and in the California Climate Action Registry.

As a participant in the ICLEI CCP program, the City made a commitment to voluntarily decrease its GHG emissions by 2030 through a series of five milestones: (1) establish a CCP campaign, (2) engage the community to participate, (3) sign the U.S. Mayors Climate Protection Agreement, (4) take initial solution steps, and (5) perform a GHG audit. The City has advanced past Milestone 3 by signing the Mayor's agreement and establishing actions to decrease City operations' emissions.

Climate Protection Action Plan

In July 2005, the City developed a Climate Protection Action Plan (CPAP) that identifies policies and actions to decrease GHG emissions from City operations. Recommendations included in CPAP for transportation included measures such as increasing carpooling and transit ridership, improving bicycle lanes, and converting the City vehicle fleet to low-emission or non-fossil-fueled vehicles. Recommendations in the CPAP for energy and other non-transportation emissions reductions included increasing building energy efficiency (e.g., requiring that all City projects achieve the U.S. Green Building Council's LEED Silver standard); reducing waste from City operations; continuing use of landfill methane as an energy source; reducing the urban heat island by avoiding dark roofs and roads which absorb and retain heat; and increasing shade tree and other vegetative cover plantings.

Because of City actions implemented between 1990 and 2002, moderate GHG emissions reductions were reported in the CPAP. City actions taken to capture methane gas from solid waste landfills and sewage treatment plants resulted in the largest decrease in GHG emissions. Actions taken thus far to incorporate energy efficiency and alternative renewable energy reached only 5 percent of the City's 2010 goal. The transportation sector remains a significant source of GHG emissions in 2010 and has had the lowest GHG reductions, reaching only 2.2 percent of the goal for 2010. The recently amended City General Plan includes a Policy CE-A.13 to regularly monitor and update the CPAP. The Climate Mitigation Adaptation Plan (CMAP) was later developed to provide a mechanism for the City to achieve the goals of AB 32 and the CARB Scoping Plan at a program level. Additional detail regarding this plan is presented below.

Sustainable Building Policies

In several of its policies, the City aims to reduce GHG emissions by requiring sustainable development practices in City operations and incentivizing sustainable development practices in private development. In Council Policy 900-14—Green Building Policy, adopted in 1997, Council Policy 900-16—Community Energy Partnership, and the updated Council Policy 900-14—Sustainable Buildings Expedite Program, last revised in 2006, in which the City established a mandate for all City projects to achieve LEED Silver (or equivalent) for all new buildings and major renovations over 5,000 square feet. Incentives are also provided to private developers through the Expedite Program, which expedites project review of green building projects and discounts project review fees.

The City has also enacted codes and policies aimed at helping the City achieve the state's 75-percent waste diversion mandate under AB 341, including the Refuse and Recyclable Materials Storage Regulations (SDMC Chapter 14, Article 2, Division 8), Recycling Ordinance (O-19678; SDMC Chapter 6, Article 6, Division 7), and the Construction and Demolition (C&D) Debris Deposit Ordinance (0-19420 & 0-19694; SDMC Chapter 6, Article 6, Division 6). Further discussion of this AB 341 and City policies and ordinances is included in Section 4.10, Public Utilities.

General Plan

The 2008 General Plan update included several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element Policy CE-A.2 aims to "reduce the City's carbon footprint" and to "develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth" related to climate change. The Land Use and Community Planning Element; the Mobility Element; the Urban Design Element; and the Public Facilities, Services, and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these

policies is to support climate protection actions, while retaining flexibility in the design of implementation measures which could be influenced by new scientific research, technological advances, environmental conditions, or state and federal legislation.

Cumulative impacts of GHG emissions were qualitatively analyzed and determined to be significant and unavoidable in the programmatic Environmental Impact Report (PEIR) for the General Plan. A PEIR Mitigation Framework was included that indicated "for each future project requiring mitigation (measures that go beyond what is required by existing programs, plans, and regulations), project-specific measures will [need to] be identified with the goal of reducing incremental project-level impacts to less than significant; or the incremental contributions of a project may remain significant and unavoidable where no feasible mitigation exists."

Climate Mitigation and Adaptation Plan (CMAP)

A citywide CMAP was out for public review at the time of preparation of this PEIR. It was developed to provide a mechanism for the City to achieve the goals of AB 32 and the CARB Scoping Plan at a program level. The CMAP elements were prepared pursuant to guidance from the amended CEQA Guidelines and CARB recommendations for what constitutes an effective GHG reduction plan. Section 15183.5 of the amended CEQA Guidelines includes requirements for plans that serve to tier and streamline the analysis of GHG emissions.

The City's CMAP is intended to establish a planning horizon of 2013 through 2035; and quantify GHG emissions; establishes GHG reduction targets for 2020; identify strategies and measures to reduce GHG emissions; and provide guidance for monitoring progress on an annual basis.

4.15.2 Thresholds of Significance

The CEQA Guidelines Appendix G Environmental Checklist includes the following two questions regarding assessment of GHG emissions:

1) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

2) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of GHGs?

As stated in the Guidelines, these questions are "intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance." The City has not adopted its own GHG Thresholds of Significance for CEQA and is following guidance from the 2008 California Air Pollution Control Officers Association (CAPCOA) report *CEQA & Climate Change* to identify screening criteria to determine when a GHG analysis would be required and information from the CARB Scoping Plan and BAU 2020

Forecast to determine when a cumulatively significant contribution of GHGs has occurred (City of San Diego 2011a).

The CAPCOA report references a 900-metric-ton guideline as a conservative threshold for requiring further analysis and mitigation. The City thus chose a 900-metric-ton screening criterion as interim guidance for determining when a GHG analysis is required for a project. The 900 metric tons were translated by CAPCOA into project types that would generally equate to a 900-metric-ton generation rate, providing a screening tool for staff and applicants to understand which projects would require preparation of a GHG technical analysis report. Table 4.15-3 provides a list of the most common project types and the screening threshold.

TABLE 4.15-3
PROJECT TYPES THAT REQUIRE A GHG ANALYSIS AND MITIGATION

Project Type	Project Size that Generates Approximately 900 Metric Tons of GHGs per Year
Single Family Residential	50 units
Apartments/Condominiums	70 units
General Commercial Office Space	35,000 square feet
Retail Space	11,000 square feet
Supermarket/Grocery Space	6,300 square feet

For projects that do not meet or exceed the criteria outlined in Table 4.15-3, the City requires a GHG emissions analysis to demonstrate that the proposed project design achieves a 28.3 percent reduction of GHG emissions relative to BAU. This requirement is based on the CARB BAU 2020 Forecast and Scoping Plan prepared in 2008, which identifies reductions needed to achieve an approximate overall 28.3 percent reduction in statewide BAU emissions by 2020.

Thus, a project's estimated 2020 GHG emissions with GHG reductions are evaluated relative to the 2020 BAU GHG emissions for comparison to the City's reduction goal as follows:

$$\left(\frac{\dot{m}_{GHG,BAU} - \dot{m}_{GHG,PR}}{\dot{m}_{GHG,BAU}} \right) \times 100 \geq 28.3?$$

Where

$\dot{m}_{GHG,BAU}$ = Project's 2020 BAU GHG emissions; i.e., the GHG emissions that would be expected to occur in the absence of the Scoping Plan GHG reduction measures or project-level GHG-reducing design

$\dot{m}_{GHG,PR}$ = Project's 2020 GHG emissions with Scoping Plan measures and project-specific GHG-reducing features incorporated

If the project's 2020 GHG emissions, with incorporation of GHG-reducing regulations and design features, represent a 28.3 percent reduction relative to the project's BAU GHG emissions, the project would not result in a cumulatively considerable contribution to a cumulative condition, and would therefore not be a significant cumulative impact to global climate change.

4.15.2.1 Other Threshold Considerations

Subsequent to adoption of the 2008 Scoping Plan and 2020 BAU GHG emissions forecast, court decisions have resulted in determinations that affect the regulatory programs that may be identified in the Scoping Plan to reduce GHG emissions statewide. Revisions to the 2020 BAU forecast and Scoping Plan have since been made.

For example, CARB's implementation of the LCFS regulatory program (refer to Section 4.15.1.3.a) has been impeded by recent litigation. In December 2011, a preliminary injunction blocking CARB's implementation of the LCFS was granted. On April 23, 2012, the Ninth Circuit Court of Appeals overturned the injunction pending a ruling on the merits of the case. While there is no injunction currently in place, the City has determined there is sufficient legal uncertainty with this program. Accordingly, the City has established a new protocol requiring GHG technical studies to analyze project impacts both with and without reliance on the LCFS when analyzing whether or not they meet the BAU threshold.

In October 2010, CARB revised its 2020 BAU emissions forecast based on recent economic projections accounting for the economic downturn and statewide GHG reduction measures already in place (Pavley I, Renewable Portfolio Standard to 20 percent, and 2008 Title 24). The result of this update was to reduce the originally estimated statewide 2020 BAU emission forecast of 596 $MMTCO_2E$ to 507 $MMTCO_2E$, resulting in a statewide goal to reduce emissions 16 percent below the newly estimated BAU levels as necessary to return to 1990 levels (i.e., 427 MMTCO2E) (CARB 2011). This value has been incorporated into a revised Scoping Plan that was adopted by CARB in 2011.

4.15.3 Issue 1: Cumulative GHG Emissions

Would implementation of the proposed CPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

With regard to City protocol for GHG analyses, the issue is specifically: would the proposed CPU's GHG emissions with incorporation of GHG-reducing regulations and design features achieve a 28.3 percent or greater reduction relative to the CPU's BAU GHG emissions?

4.15.3.1 Impacts

To evaluate the proposed CPU's GHG emissions relative to BAU, emissions were quantified and projected to the year 2020 for BAU and both Scenario 1 and Scenario 2 using CalEEMod. CalEEMod is the CARB-recommended model for quantifying GHG emissions and GHG emissions reductions. The model estimates GHG emissions from vehicles, area sources (fireplaces, woodstoves, landscape maintenance equipment), energy use (electricity and natural gas used in space heating and cooling, ventilation and lighting; and plug-in appliances), water use, solid waste disposal, and construction. Land use information is input into the model by the model user, and consists of land use subtypes (such as the residential subtypes of single-family residential and multi-family medium-rise residential), their unit or square footage quantities, and the air basin, climate zone, setting (urban, suburban or rural), and utility provider (in this case San Diego Gas & Electric). For each land use subtype, the model incorporates average emissions source data such as average vehicle trip rates and lengths, energy and water consumption rates, solid waste generation rates, and so forth. In various places, the user can input additional information and/or override the default assumptions to account for project- or location-specific parameters. In its mitigation modules, CalEEMod incorporates several of the quantifiable GHG reduction measures identified in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* ("Mitigation Measures" report*)* (CARB 2011; CAPCOA 2010).

To evaluate the reductions in GHG emissions associated with Scenario 1 and Scenario 2 relative to the BAU 2020 Forecast, emissions were estimated for two different analyses: first, CPU build-out without GHG-reducing measures (i.e., CPU build-out under BAU conditions) and; second, CPU build-out with GHG reductions. While the CPU's build-out horizon year is anticipated to be approximately 2030, the AB 32, CARB BAU Forecast, and Scoping Plan GHG reduction targets (including the overall 28.3 percent reduction in BAU target) are projected to a year 2020 horizon. No specific GHG reduction target has been identified in state legislation after 2020. Therefore, the GHG emissions calculated based on ultimate build-out of the proposed CPU under Scenario 1 and Scenario 2 are compared to the 2020 GHG reduction goals in order to evaluate significance. In other words, for the purpose of this analysis, CPU build-out was projected to occur by 2020, which would be considered a conservative analysis.

Greater detail on CalEEMod and the methodology and assumptions used to estimate the CPU emissions is contained in the GHG technical report (Appendix I).

Vehicle Emissions

The traffic impact analysis determined that approximately 137,267 total vehicle trips would occur daily in association with build-out of Scenario 1, and approximately 140,140 total vehicle trips would occur daily in association with build-out of Scenario 2 (Appendix B). Based on these quantity of trips and the trip rates for each land use subtype identified in the

traffic analysis and the default CalEEMod trip lengths, an estimated total of 149,671.11 $MTCO_2E$ of GHGs would be emitted annually by vehicles associated with build-out of the BAU Scenario 1, and an estimated 168,165.94 $MTCO_2E$ would be being emitted annually by vehicles associated with build-out of BAU Scenario 2.

By accounting for statewide Pavley and LCFS vehicle and fuel regulations identified in the CARB Scoping Plan, BAU vehicle emissions would be reduced by roughly 30 percent. Therefore the proposed CPU, with GHG reductions, is estimated to emit 104,769.78 $MTCO_2E$ of GHGs annually with build-out of Scenario 1 or 117,716.17 $MTCO_2E$ of GHGs annually with build-out of Scenario 2. By accounting for only Pavley and not LCFS, BAU vehicle emissions would be reduced by roughly 20 percent. Therefore, under this scenario, the proposed CPU, with GHG reductions, is estimated to emit 116,410.86 $MTCO_2E$ of GHGs annually with build-out of Scenario 1, or 130,795.74 $MTCO_2E$ of GHGs annually with build-out of Scenario 2.

Energy Use Emissions

The annual energy consumption associated with build-out of Scenarios 1 and 2 land uses, using BAU electricity and natural gas consumption rates, was estimated to emit 39,173.88 $MTCO_2E$ of GHGs annually with build-out of Scenario 1 or 41,406.49 $MTCO_2E$ of GHGs annually with build-out of Scenario 2.

By accounting for current updates to the state energy code (Title 24, Part 6), energy use emissions would be reduced by roughly 4 percent overall. While the current (2008) energy code achieves a 15 percent improvement in energy efficiency compared to the 2005 energy code (which represents BAU), these efficiencies only apply to energy sources subject to Title 24. These include energy systems associated with the building envelope such as the building HVAC mechanical system, water heating system, and lighting system. Energy is consumed by uses that are also independent of the construction of the building such as plug-in appliances, which are not subject to Title 24. Therefore, the proposed CPU, with GHG reductions accounted for the current Title 24 energy code for new/changing land uses, is estimated to emit 37,630.10 $MTCO_2E$ of GHGs annually with build-out of Scenario 1 or 39,730.96 $MTCO_2E$ of GHGs annually with build-out of Scenario 2.

The Title 24 energy code is updated every five years or so to account for changing technologies. It is possible that over the lifetime of the proposed CPU, the energy code will be updated to include increased standards that would further reduce building energy demand and associated GHG emissions. New building construction and major renovations subject to the updated code would have an improved energy efficiency profile compared to the existing buildings or newer buildings built to comply with earlier versions of the energy code. Subsequent projects could also voluntarily exceed the current Title 24 energy code, install high-efficiency lighting and plug-in appliances, and/or include on-site renewable energy generation. Given project-level information, the GHG reductions from these actions can be quantified in CalEEMod or some other method in accordance with the 2010

CAPCOA GHG Mitigation Measures report. Therefore, over time the level of GHG emissions resulting from building energy use could be less than the estimates presented above.

Also, as discussed earlier, the CARB Scoping Plan includes a Renewables Portfolio Standard, which requires public utilities to acquire an increasing proportion of their energy supply from renewable energies. By 2020, 33 percent of all statewide electricity generation is to come from renewable energies. This would result in a statewide emissions reduction of 26.3 $MMTCO_2E$. Through implementation of the Renewables Portfolio Standard, GHG emissions from electricity generation needed to supply future development within the CPU area would likely decline as energy supply shifts from fossil fuel-based energy to renewable energy. Renewable energy has zero to little carbon content, and their use in electricity generation emits fewer GHGs. Therefore, over time the quantity of GHG emissions resulting from the CPU build-out energy consumption are likely to be less than those estimated above.

Area Source Emissions

The use of fireplaces and landscape maintenance equipment associated with build-out of the proposed CPU land uses was estimated to emit approximately 10,233.88 $MTCO_2E$ of GHGs annually with build-out of Scenario 1 or 8,858.82 $MTCO_2E$ of GHGs annually with build-out of Scenario 2. The same quantities were estimated to occur under BAU and CPU conditions as no area source GHG reductions could be accounted for at the plan level in the CalEEMod estimates.

Measures that could reduce area source emissions include restrictions on hearth fuel type, limits on their quantity, or restrictions against the inclusion of hearths in residential projects. Project-level reduction measures could also include the regulation of landscaping equipment limiting it to electric versus gasoline or diesel-powered, such as electric lawn mowers, electric leaf blowers and electric chain saws. These measures are included in CalEEMod's area source mitigation module, but require quantified project level information in order to account for any GHG reductions. Subsequent projects that incorporate these kinds of design features or requirements would emit reduced area source GHGs relative to BAU area source emissions.

Water Use Emissions

The supply and treatment of water to CPU area end users would consume large amounts of energy. This type of energy use is known as embodied energy. GHGs would be emitted from the generation of this embodied energy. The embodied energy needed to supply and treat future water use to meet Scenario 1 demand was estimated to emit 95,129.72 $MTCO_2E$ of GHGs annually based on CalEEMod default average (i.e., BAU) water use rates and embodied energy intensities. The embodied energy needed to supply and treat future water use to meet Scenario 2 BAU water demand was estimated to emit 104,988.27 $MTCO_2E$ of GHGs annually.

By accounting for recent updates to the state building code (i.e., CalGreen), BAU water use demand and associated GHG emissions would be reduced by approximately 20 percent for new development. Therefore, the proposed CPU, with GHG reductions associated with mandated water conservation accounted for the new/changing land uses, is estimated to emit 76,299.51 $MTCO_2E$ of GHGs annually with build-out of Scenario 1, or 84,192.40 $MTCO_2E$ of GHGs annually with build-out of Scenario 2.

The CARB Scoping Plan also includes other potential GHG reduction strategies associated with the water sector which they estimate would reduce statewide water sector GHGs an additional 4.8 $MMTCO_2E$ by 2020. The measures require water suppliers to improve energy and other efficiencies associated with water supply treatment, storage, and transmission. Thus, it is possible that the embodied energy and resulting GHG emissions associated with supplying potable water to the proposed CPU would decrease somewhat by 2020 through these statewide efforts.

Also, certain design-specific measures that are not quantifiable at the plan level can reduce subsequent projects' water use GHG emissions. Measures that could reduce water use emissions at the project level include increased water conservation beyond the mandatory minimums in CalGreen, the use of reclaimed water or gray water, and the incorporation of green landscape design methods such as turf reduction/minimization, use of water-efficient plants, and use of highly water-efficient irrigation systems. These measures are included in CalEEMod's water mitigation module and in CAPCOA's GHG Mitigation Measures report. Project-level design information is required to quantify the GHG reductions, such as the percent of reduction in water flow for various plumbing fixtures, percent of indoor/outdoor water use served by reclaimed or gray water, area of turf reduction, water demand in gallons per year of the water-efficient landscape design, and so forth. Thus, future projects may demonstrate reduced GHG emissions related to water use.

Solid Waste Emissions

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. By using the default CalEEMod waste generation and emission factors (obtained from CalRecycle), build-out of BAU Scenario 1 was estimated to generate 13,937.00 $MTCO_2E$ of GHGs per year associated with solid waste disposal. Build-out of BAU Scenario 2 was estimated to generate approximately 14,936.34 $MTCO_2E$ of GHGs per year associated with solid waste disposal.

The same quantities were estimated to be generated for the CPU With Reductions condition, as no solid waste GHG reductions could be accounted for at the plan level in the CalEEMod estimates.

Measures that could reduce solid waste GHG emissions below BAU levels include the institution of recycling and composting services that achieve a quantifiable percentage reduction in the baseline waste disposal. This measure is included in CalEEMod's solid

waste mitigation module, but requires quantified project-level information in order to account for any GHG reductions. Subsequent projects that incorporate this or other kinds of waste minimization features or requirements would emit reduced solid waste GHG emissions relative to BAU.

Construction Emissions

GHGs would be emitted from construction equipment and worker and vendor vehicle trips, associated with future development under the proposed CPU. Based on proposed CPU land uses, CalEEMod estimates that construction activities would emit a total of 168,880.93 $MTCO_2E$ for Scenario 1 or a total of 188,236.90 $MTCO_2E$ for Scenario 2. Divided by three (due to acknowledged overestimation by CARB), total construction emissions would be 56,293.64 $MTCO_2E$ for Scenario 1 and 55,708.86 $MTCO_2E$ for Scenario 2. While CalEEMod distributes construction activity emissions over each year at varying quantities depending on various model assumptions, for the purpose of this analysis, total construction GHG emissions were divided by 30 years in order to identify annual construction GHG emissions. Thus, annual construction GHG emissions associated with build-out of Scenario 1 land uses would approximate 1,876.45 $MTCO_2E$ each year; and build-out of Scenario 2 land uses would be approximately 1,856.94 $MTCO_2E$ each year.

No quantifiable construction GHG reductions can be accounted for at the plan level; therefore, the estimated emissions for each scenario relative to construction activities would be the same as presented above.

The Scoping Plan does not identify any statewide measures specific to reducing GHG emissions from construction activities. However, the Scoping Plan reduction measure affecting heavy-duty truck emissions would include construction on-road diesel vehicles and off-road equipment, and further reduce emissions through improved engine technology and conversion to non-diesel low-carbon fuels. These GHG reductions could be realized by subsequent future projects.

Other project-level measures could be implemented that would reduce BAU construction emissions. These are outlined in the CalEEMod construction mitigation module and are largely based on measures in the CAPCOA GHG Mitigation Measures report. While most of the reduction measures pertain to reducing criteria pollutants, particularly particulates, options to reduce GHG emissions include restrictions on equipment fuel type, engine tier, and use of oxidative catalyst reduction.

Total Combined Emissions

Based on the calculations described above, the combined total CPU Scenario 1 BAU emissions would be approximately 310,022.04 $MTCO_2E$ per year, and the combined total CPU Scenario 1 emissions *with GHG reductions* would be approximately 244,746.72 $MTCO_2E$ per year. Of the BAU total of 310,022.04 $MTCO_2E$, approximately 282,942.83 $MTCO_2E$ would be associated with the land uses that would change under the proposed Scenario 1, and 27,079.21 $MTCO_2E$ would be associated with existing land uses not expected to change. Of the Scenario 1 emissions *with GHG reductions* total of 244,746.72 $MTCO_2E$, approximately 223,490.45 $MTCO_2E$ would be associated with the changing land uses, and 21,256.27 $MTCO_2E$ would be associated with the existing land uses not expected to change.

Based on the calculations described above, the combined total CPU Scenario 2 BAU emissions would be approximately 340,212.80 $MTCO_2E$ each year, and the combined total CPU Scenario 2 GHG emissions *with GHG reductions* would be approximately 352,374.45 $MTCO_2E$ each year. Of the BAU total of 340,212.80 $MTCO_2E$, approximately 312,419.43 $MTCO_2E$ would be associated with the land uses that would change under Scenario 2, and 27,793.37 $MTCO_2E$ would be associated with existing land uses not expected to change as a result of the proposed CPU Scenario 1 land use plan. Of the Scenario 2 emissions *with GHG reductions* total of 267,291.65 $MTCO_2E$, approximately 245,460.36 $MTCO_2E$ would be associated with the changing land uses, and 21,831.29 $MTCO_2E$ would be associated with existing land uses not expected to change.

Table 4.15-4 summarizes each of the proposed CPU scenarios' estimated BAU emissions, the target emissions to achieve a 28.3 percent reduction relative to BAU, emissions with GHG reductions, and resulting percentage reductions, for evaluation against the City's goal of a 28.3 percent reduction relative to BAU.

TABLE 4.15-4
SCENARIO 1 AND SCENARIO 2
GHG EMISSIONS AND BAU REDUCTIONS
($MTCO_2E$)

Emission Source	BAU Emissions (i.e., Plan without GHG Reductions) ($\dot{m}_{GHG,BAU}$)[1]	Plan Emissions with GHG Reductions ($\dot{m}_{GHG,PR}$)	Percent Reduction relative to BAU
SCENARIO 1			
Vehicles	149,671.11	104,769.78	30.0
Energy Use	39,173.88	37,630.10	3.9
Area Sources	10,233.88	10,233.88	0.0
Water Use	95,129.72	76,299.51	19.8
Solid Waste	13,937.00	13,937.00	0.0
Construction	1,876.45	1,876.45	0.0
TOTAL	**310,022.04**	**244,746.72**	**21.0***
TARGET EMISSIONS[2]	**222,285.80**		
SCENARIO 2			
Vehicles	168,165.94	117,716.17	30.0
Energy Use	41,406.49	39,730.96	4.0
Area Sources	8,858.82	8,858.82	0.0
Water Use	104,988.27	84,192.40	19.8
Solid Waste	14,936.34	14,936.34	0.0
Construction	1,856.94	1,856.94	0.0
TOTAL	**340,212.80**	**267,291.65**	**21.4****
TARGET EMISSIONS[2]	**243,932.57**		

[1]Refer to Section 4.15.2 for nomenclature and description of City method for calculating BAU and Plan emissions.
[2]Target emissions are obtained by multiplying the total BAU emissions by 0.717.
*A 21.0 percent reduction accounts for Pavley and LCFS reductions in vehicle emissions, 2008 Title 24 reductions in energy emissions, and CalGreen reductions in water use emissions. By not including the LCFS reduction, the total percent reduction relative to BAU becomes 17.3 percent.
**A 21.4 percent reduction accounts for Pavley and LCFS reductions in vehicle emissions, 2008 Title 24 reductions in energy emissions, and CalGreen reductions in water use emissions. By not including the LCFS reduction, the total percent reduction relative to BAU becomes 17.6 percent.

For Scenario 1, BAU emissions would total 310,022.04 $MTCO_2E$ annually and GHG emissions *with GHG reductions* would total 244,746.72 $MTCO_2E$ annually. This reduction in BAU emissions of 65,275.32 $MTCO_2E$ each year equates to a 21.0 percent reduction in GHG emissions relative to BAU for the CPU area as a whole.

For Scenario 2, BAU emissions would total 340,212.80 $MTCO_2E$ annually. Plan emissions *with GHG reductions* would total 267,291.65 $MTCO_2E$ annually. This reduction in BAU emissions of 72,921.15 $MTCO_2E$ each year results in a 21.4 percent reduction in GHG emissions relative to BAU for the CPU area as a whole.

The 21.0 and 21.4 percent reductions relative to BAU for Scenario 1 and Scenario 2, respectively, fall short of meeting the City's goal of a minimum 28.3 percent reduction in

GHG emissions relative to BAU. Without measures to reduce GHG emissions further, the cumulative GHG emissions generated from build-out of the CPU would be significant.

Estimated emissions reductions are due to regulations on auto and fuel manufacturers that would reduce vehicle emissions by 2020 and to the recently updated Title 24 California Building Code that contains increased energy and water efficiency requirements that would reduce GHG emissions from those sources. Subsequent projects under the proposed CPU may be required to implement GHG-reducing features beyond these reductions mandated under existing codes and regulations. It is anticipated, however, that through compliance with the City's CMAP (once adopted) and/or with future project-level GHG analyses, the level of impacts at the individual project-level would be reduced to less than significant.

4.15.3.2 Significance of Impacts

The 21.0 to 21.4 percent reductions relative to BAU for Scenario 1 and Scenario 2, respectively, fall short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to BAU. While there are other thresholds that are professionally accepted standards for review of projects (including but not limited to the CAPCOA recommended screening threshold of 900 metric tons, other BAU percentage reduction goals utilized by other jurisdictions, per capita emission limits, etc.), the comparison of the proposed CPU scenarios to the 28.3 percent standard provides a conservative analysis of potential impacts. This impact associated with GHG emissions under Scenario 1 and the Scenario 2 for the proposed CPU would be considered significant.

4.15.3.3 Mitigation

The Mobility, Urban Design, and Conservation elements of the proposed CPU include specific policies to require dense, compact, and diverse development; encourage highly efficient energy and water conservation design; increase walkability and bicycle and transit accessibility; increase urban forestry practices and community gardens; decrease urban heat islands; and increase climate-sensitive community design. These policies would serve to reduce the use of fossil-fueled vehicles and consumption of energy resulting in a reduction in communitywide GHG emissions relative to BAU. These policies are discussed in detail in the next Issue Section 4.15.4.

Despite the inclusion of these policies (most of which are not quantifiable in terms of their GHG emissions reductions at the plan level), and despite the GHG reductions gleaned from statewide regulations on vehicle GHG emissions and building energy and water use, the proposed CPU's projected GHG emissions under both land use scenarios will fall short of meeting the 28.3 percent GHG reduction target relative to 2020 BAU. The approximate 7 percent gap in meeting the target reductions for both Scenario 1 and Scenario 2 can be made up through one or a combination of several effective and quantifiable GHG reduction measures that pertain to: building and non-building energy use, indoor and outdoor water

use, area sources, solid waste disposal, vegetation/ carbon sequestration, construction equipment, and transportation/vehicles. Project-level GHG reduction design features are available that could reduce BAU GHG emissions to 28.3 percent or more relative to BAU, and to the extent practicable, would be implemented for future development projects under the proposed CPU. However, no feasible mitigation measures were identified at the plan level.

4.15.3.4 Significance after Mitigation

While future development projects would be required to implement GHG emission reduction measures to the extent practicable, the impacts associated with the contribution of GHG emissions to cumulative statewide emissions for both Scenario 1 and Scenario 2 would be considered cumulatively considerable, and therefore cumulatively significant. Because no feasible mitigation measures were identified, cumulative impacts would be significant and unmitigable.

With respect to the Coastal Categorical Exclusion Area, projects smaller than the screening criteria shown in Table 4.15-3 would not exceed 900 metric tons of GHG annually and would result in a less than significant impact. However, projects larger than the screening criteria would result in GHG emissions that would be considered cumulatively considerable, and therefore cumulatively significant.. Similar to the above, because no feasible mitigation measures were identified, cumulative impacts would be significant and unmitigable.

4.15.4 Issue 2: Consistency with Adopted Plans, Policies, and Regulations

Would the proposed CPU conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

4.15.4.1 Impacts

a. Overview of Local and State GHG Reduction Measures

Local and state regulatory plans aim to reduce state and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. These plans' goals and regulatory standards are thus largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the miles vehicles travel through land use change and infrastructure investments. The types of land use changes that can measurably reduce GHG emissions associated with vehicle use include: increased density; increased diversity (mixed

use); improved walkability design; improved transit accessibility; transit improvements; integration of below market-rate housing; and constrained parking.

By increasing density, especially within proximity of transit, people's travel distances are affected and greater options for the mode of travel they choose are provided. This can result in a substantial reduction in VMT depending on the change in density compared to a typical suburban residential density (CAPCOA 2010). By increasing transit accessibility and locating a high-density project near transit for example, a shift in travel mode is facilitated along with reduced VMT. Therefore, by integrating affordable and below-market rate housing, VMT can be further reduced.

Constraining parking supply, either through policy changes (e.g., reduced parking requirements for urban areas) or through pricing, and/or preferential parking for ridesharing and fuel-efficient vehicles, can also result in a decrease in VMT, as motorists shift away from single-occupancy vehicle travel and carpool, and rely more on transit or select to walk or bicycle instead.

The effectiveness of these land use strategies ranges from less than one percent up to a maximum thirty percent reduction in community wide VMT (CAPCOA 2010). For example, where high density (45 dwelling units per acre or more) mixed use development is located within a five to ten minute walk from a transit station with high-frequency (15 minute intervals or less) transit or bus service, and is combined with walkable neighborhood design, a total VMT reduction of up to 24 percent can be achieved (CAPCOA 2010). A walkable community, as discussed in the City's General Plan, is one where walking is a viable travel choice, particularly for trips of less than one-half mile; where pedestrians feel save and are comfortable in the environment; where there is a complete, functional, and interconnected pedestrian network that is accessible to pedestrians of all abilities; and where greater walkability can be achieved through pedestrian-friendly street, site and building design.

For the energy sector, the reduction strategies of local, state, and national plans aim to reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development. At the project level, policies or incentive programs for builders to exceed the current Title 24 energy efficiency standards, install high efficiency lighting, and energy-efficient plug-in appliances (for energy users not subject to Title 24), and to incorporate on-site renewable energy generation, can result in substantial GHG emissions reductions, up to 35 percent or more.

Energy use associated with water consumption and wastewater treatment can also be reduced by applying an overall water reduction strategy (e.g., of 20 percent on indoor and outdoor water use) and/or policies and actions related to using reclaimed and gray water, installation of low-flow plumbing fixtures, the use of water-efficient landscape design, including turf reduction, and use of water-efficient irrigation systems. The institution of

recycling and composting services can also reduce the energy embodied in the disposal of solid waste.

In addition to strategies aimed at reducing GHG emissions associated with vehicle and energy use, relevant local and state plans include GHG reduction strategies aimed at reducing the heat island effect through urban forestry and shade tree programs, and therefore, the energy-for-cooling demand. Also reducing area source emissions from woodstoves and fireplaces through stricter restrictions on fuel type and use, as well as landscaping equipment, such as use of only electric-powered lawn mowers, leaf blowers and chain saws.

Climate adaptation, which generally acknowledges that GHG emissions cannot fully be avoided and that climate change is occurring over time, includes policies and strategies to increase climate adaptability and resilience through climate-sensitive building guidelines (e.g., through appropriate building orientation and glazing design), sea-level monitoring, and defensible building design. Specific policies in the proposed CPU related to climate adaptation are discussed below.

b. Consistency with Local GHG Reduction Measures

Policies within the proposed CPU have been designed to reflect and implement the general GHG reduction recommendations of the General Plan, as well as the strategies of other local plans and state GHG reduction measures. These policies would also complement the City's operations-focused efforts of the Sustainable Community Program/CCP, the adopted Climate Protection Action Plan (CPAP), and City Council Policy 600-27 and Council Policy 900-14, referenced further in section 4.15.1.3.b.

Specifically, the proposed CPU includes updated Conservation, Mobility, and Urban Design elements that include several policies aimed at reducing GHG emissions from target emission sources and/or aimed at adapting to climate change. The CPU policies provide refinement of the General Plan and citywide CPAP policies as specifically applicable to the Barrio Logan community. As described below, in several cases these policies are also consistent with key state GHG reduction plans, regulations, and recommended mitigation measures. An overview of relevant CPU elements and policies is outlined below.

Conservation Element:

Climate Change and Sustainability Policies

The proposed CPU contains policies 8.1.1 through 8.1.4 to provide a framework for addressing and adapting to climate change. These strategies are generally consistent and encourage the implementation of the General Plan Mitigation Framework recommendations and Policies CE-A-1 through CE-A-13 and with climate change mitigation and adaptation

strategies of state plans and programs, including sea level rise monitoring and project-level GHG emission reductions.

Water Resource Management Policies

The proposed CPU's Conservation Element also includes water conservation measures (Policies 8.2.6 through 8.2.8) to reduce the need for water, thereby reducing the energy use embodied in water supply and treatment and its associated GHG emissions. The policies address the need to incorporate water conservation plant materials in landscape design, the use of recycled and gray water for irrigation, and ongoing education to the community regarding water resource conservation opportunities. The policies are as follows, and correlate to General Plan Policies CE-D.1 through CE-D.5 and are consistent with the indoor and outdoor water-reduction strategies of the General Plan, the state Climate Change Scoping Plan, the 2010 CAPCOA GHG Mitigation Measures report, and the recently effective 2011 CalGreen water-reduction requirements for residential and non-residential uses. At the individual project level, some of these measures could be quantified and their GHG reductions accounted for using the CalEEMod water use mitigation module or other appropriate methodology (refer to water discussion in Section 4.15.3.1).

Sustainable Energy Policies

The proposed CPU includes Policies 8.2.20 through 8.2.23, which promote sustainable development, education of residents and businesses on techniques to reduce energy consumption, and incentivizing the construction of energy efficient buildings and renewable energy production. Additionally, Policy 8.2.22 addresses the need for the City to retrofit the existing lighting within the public rights-of-way to be more energy efficient. These policies are consistent with General Plan Policies CE-I.1 through CE-I.13.

By increasing energy efficiency GHG emissions can be reduced. For future projects, incorporation of highly efficient energy design and use of on-site renewable energy generation measures specifically identified in the 2010 CAPCOA GHG Mitigation Measures report and CalEEMod energy use mitigation module (refer to energy use discussion in Section 4.15.3.1) can be quantified, and reductions in GHG emissions estimated.

Urban Forestry Policies

Street tree and private tree planting programs are low cost, low-technology methods for improving the visual landscape and air quality in the proposed CPU area. As the number and size of trees in the proposed CPU area urban forest increase, so will the benefits. These benefits include lower energy consumption resulting from reduction in the size of the urban heat island; reduced storm water runoff through absorption of water by the trees; improved air quality achieved as trees convert carbon dioxide into oxygen; and an improved pedestrian environment created by providing pedestrians protection from the heat and glare of the sun.

Planting shade trees around buildings has been shown to effectively lower the electricity cooling demand of buildings by blocking incident sunlight and reducing heat gain through windows, walls, and roofs (CAPCOA 2010). By reducing cooling demand, electricity demand from the local utility is decreased, and therefore GHG emissions which would otherwise be emitted during the production of electricity would also be reduced. Policies 8.2.24 through 8.2.27 of the proposed CPU conform to the General Plan urban forestry Policies CE-J.1 through CE-J.5, and promote the need for an increase in tree plantings in both residential and commercial areas. Future development within the proposed CPU area will be required to plant and maintain street trees in a manner that complies with the Barrio Logan Street Trees - Tree List and Barrio Logan Community Corridor Street Tree List, included as Appendix A and Appendix B, respectively, to the proposed CPU.

Community Gardens and Urban Agriculture Policies

Establishment of community gardens has the potential to further reduce GHG emissions by providing project residents with a local source of food, potentially resulting in a reduction in the number of trips and VMT traveled by both the food and the consumers to grocery stores and supermarkets. Community gardens can also contribute to GHG reductions by displacing carbon-intensive food production practices. These emissions reductions cannot be reasonably quantified at this time because they are based on several undefined parameters: the relative locations of the farmer's market, supermarket, and supermarket produce suppliers; the carbon intensity of food production practices; and the role of the farmer's market in a development.

The proposed CPU area has the potential to provide multiple sites for community gardens that would contain individual and shared-plot spaces. For instance, remnant parcels of land owned by SDG&E, Caltrans, the City, and the SDUSD could be used for development of community gardens. The proposed CPU Policies 8.2.36 through 8.2.39 promote the need for the development of community gardens within the community.

Solid Waste Management Policies

The proposed CPU area is the location of many recycling facilities which are important elements in an integrated waste management strategy to conserve raw materials and energy, and to reduce emissions of GHGs. Additionally, Policy 8.2.29 supports the continued siting of recycling facilities within the Barrio Logan community and the importance of the continued recycling operations within not only the community of Barrio Logan, but the San Diego region.

These actions would be consistent with the solid waste GHG reduction strategies of the General Plan (Policies PF-I.1 through PF-I.5) as well as with the waste reduction strategies discussed in the state Climate Change Scoping Plan and 2010 CAPCOA GHG Mitigation Measures report. At the individual project level, waste reduction beyond mandated requirements could be quantified and their GHG reductions accounted for using the CalEEMod solid waste mitigation module or other appropriate methodology (refer to solid waste discussion in Section 4.15.3.1).

Mobility Element:

Through increasing density, bringing people closer to their work and providing pedestrian connections to retail, commercial, and residential units, a substantial reduction in VMT can occur. A community-wide reduction in vehicle travel would reduce local VMT, which would in turn reduce emissions associated with vehicle use. Scenario 1 would generate approximately 253,443,548 annual VMT, and Scenario 2 would generate approximately 327,351,415 annual VMT. These values are based on average trip lengths for urban areas (as contained in the air quality and GHG emissions model) and the daily trip rates for each land use subtype identified in the traffic analysis. The project-specific daily trip rates took into account the proposed CPU increased density under each scenario, diversity or mixed-use, improved walkability, and transit accessibility. The proposed CPU transit improvements, increase of multi-family residential, and constrained parking, which are included in both Scenario 1 and Scenario 2, would have the potential, if implemented, to reduce local trip length and VMT. The effectiveness of these land-use strategies ranges from less than one percent up to a maximum 30 percent reduction in community-wide VMT (CAPCOA 2010).

The proposed CPU Mobility Element includes numerous policies to improve the pedestrian (Policies 3.1.1 through 3.1.11) and bicycle network (Policies 3.5.1 through 3.5.3), increase transit accessibility and provide transit improvements (Policies 3.2.1 through 3.2.6), and to provide traffic calming (Policy 3.3.6) and other streetscape improvements. These policies are outlined in the Traffic Section 4.2 of this PEIR and to avoid redundancy are not included here. These policies are not only consistent with the General Plan, but are also consistent with the CARB Scoping Plan vehicle reduction measures for land use development and with specific traffic mitigation measures identified in the 2010 CAPCOA GHG Mitigation Measures report. At the individual project level, some of these measures could be quantified and their GHG reductions accounted for using the CalEEMod traffic mitigation module.

Urban Design Element:

Climate Sensitive Building Policies

As stated in the proposed CPU Urban Design Element, Policies 4.2.1 and 4.2.2, development of new infill buildings and retrofitting of existing buildings should take into account energy-efficient design. The proposed CPU envisions that when energy-efficient design is incorporated into the overall site planning and individual building design, it can

create a distinctive context-sensitive architecture that will be unique to the Barrio Logan neighborhood. These policies are consistent not only with General Plan objectives, but also with the Revised Council Policy 600-27 and Council Policy 900-14, as well as the Energy Conservation and Management Program and Comprehensive Plan and the Housing Enhancement Loan Program. They are also consistent with the state Climate Change Scoping Plan green building recommendations and with the intent of the energy-use-reduction measures identified in the 2010 CAPCOA GHG Mitigation Measures report. Future development projects under the proposed CPU may implement some of these measures, which could be quantified and their GHG reductions accounted for using the CalEEMod GHG emissions estimator model or other appropriate methods, thereby further reducing GHG emissions associated with the build-out of the proposed CPU.

Green Building Policies

Policies 4.2.3 through 4.2.5 promote green building techniques that are consistent with General Plan policies and with green building strategies recommended in the state Climate Change Scoping Plan and several of the measures identified in the 2010 CAPCOA GHG Mitigations Measures report. GHG reductions from these policies are not quantifiable at the plan level. Future development projects under the proposed CPU may implement some of these measures, which could be quantified and their GHG reductions accounted for using the CalEEMod GHG emissions estimator model or other appropriate methods, thereby further reducing GHG emissions associated with the build-out of the proposed CPU.

c. Consistency with State GHG Reduction Strategies

EO S-3-05 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach these targets. The CARB Scoping Plan and its implementing and complementary regulations are discussed under Section 4.15.1.3 and generally encompass the GHG reduction strategies described at the beginning of this Issue section. Subsequent to the CARB Scoping Plan, CAPCOA released the GHG Mitigation Measures report that identifies specific project-level and plan-level GHG reduction measures. The report includes quantification of the GHG reductions that could be achieved through incorporation of project-level mitigation measures. These measures fall into the same categories as discussed earlier: transportation, energy, water and wastewater, solid waste, area source (woodstoves, fireplaces, landscaping equipment), and construction emissions. Most of the mitigation measures included in the CAPCOA report are identified for project-level analyses, however, the project-level reduction strategies can be extrapolated to the plan-level. The plan-level reduction measures included in the report are few in comparison to the project–level measures and are largely unquantifiable. They pertain to funding and incentive programs for increased energy efficiency, establishment of local farmer's markets and community gardens, urban shade tree planting programs, and communitywide strategies to reduce urban heat island effect. Several of the plan-level measures, as well as the project-level measures, have been incorporated into the proposed CPU, as discussed above.

In general, the proposed CPU policies outlined above correspond to the general intent of the GHG reduction measures identified in both the 2010 CAPCOA GHG Mitigation Measures report and the 2008 CARB Scoping Plan. Where practicable, GHG reductions were included in the quantification of the proposed CPU's GHG emissions, as described in the Section 4.15.3 cumulative GHG emissions analysis. In the quantification of proposed CPU GHG emissions under Scenario 1 and Scenario 2, GHG reductions were accounted for vehicle emissions, and energy and water use emissions. These comprised the GHG reduction measures that were quantifiable at the plan level. Subsequent projects could achieve further GHG reductions in these emissions sources, as well as in the area source, construction, and solid waste GHG emissions through project-specific design features.

4.15.4.2 Significance of Impacts

The proposed CPU contains policies that would reduce GHG emissions from transportation and operational building uses (related to water and energy consumption, and solid waste generation, etc.) that are consistent with the goals and strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. The level of potential impacts associated with plan conflict would therefore be less than significant for both Scenario 1 and Scenario 2. No mitigation would be required.

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5.0 Other Mandatory Discussion Areas

CEQA Guidelines Section 15126.2 (b) and (c) require that the significant unavoidable impacts of the proposed CPU, as well as any significant irreversible environmental changes that would result from project implementation, be addressed in an EIR.

5.1 Significant Environmental Effects Which Cannot Be Avoided if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2 (b), any significant unavoidable impacts of a project, including those impacts that can be mitigated but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in an EIR. For the proposed CPU under both Scenario 1 and Scenario 2, land use, transportation/circulation and parking, air quality, noise, cultural resources, paleontological resources, and GHG emissions would remain significant unavoidable effects of project development. All other significant impacts identified in Section 4.0, Environmental Analysis, of this PEIR resulting from adoption of the proposed CPU under either Scenario 1 or Scenario 2, or from implementation of future development projects under an approved plan, can be reduced to below a level of significance with the mitigation measures identified in Section 4.0 and in the Mitigation Monitoring and Reporting Program contained within Chapter 10 of this PEIR.

5.2 Irreversible Environmental Changes Which Would Result if the Project Is Implemented

In accordance with CEQA Guidelines Section 15126.2 (c): "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvements which provide access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Nonrenewable resources generally include biological habitat, agricultural land, mineral deposits, water bodies, and some energy sources. As evaluated in Chapter 8, Effects Not Found to be Significant, of this PEIR, adoption and subsequent implementation of the proposed CPU under both Scenario 1 and Scenario 2 would not result in significant

irreversible impacts to agricultural, biological, or mineral resources. Implementation of the proposed CPU would, however, require the irreversible consumption of natural resources and energy. Natural resource consumption would include lumber and other forest products, sand and gravel, asphalt, steel, copper, other metals, and water. Building materials, while perhaps recyclable in part at some long-term future date, would for practical purposes be considered permanently consumed. Energy derived from non-renewable sources, such as fossil and nuclear fuels, would be consumed during construction and as a result of operational lighting, heating, cooling, and transportation uses.

Regardless of which scenario is ultimately selected, and as described throughout this PEIR, the proposed CPU includes policies aimed at improving energy efficiency, reducing water use, minimizing impacts on other natural resources, and promoting a reduction in solid waste generation through recycling and diversion methods. These policies may serve to reduce irreversible water, energy, and building materials consumption associated with construction, occupation, and operation.

6.0 Growth Inducement

CEQA Guidelines Section 15126.2(d) requires that an EIR:

> Discuss ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community services facilities, requiring construction of new facilities that could cause significant environmental effects. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

According to the City's Significance Determination Thresholds, growth inducement "is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major and new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment". In addition, the Thresholds state that "the analysis must avoid speculation and focus on probable growth patterns or projects".

Population in the City, as well as the proposed CPU area, is projected to grow under the current adopted Community Plan, as well as under Scenario 1 and Scenario 2 land use plans for the proposed CPU. In accordance with the framework and policies in the General Plan, future population growth would be accommodated primarily in existing urbanized areas, such as the proposed CPU area. Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City and, by definition, is intended to manage and address future growth in the City.

The General Plan is based on the previously adopted City of Villages Strategy. Under this Strategy, a "village" is a place where residential, commercial, employment, and civic uses are present and integrated. The Strategy addresses the need for redevelopment, infill, and new growth in compact, mixed-use activity areas that are pedestrian-friendly, centers of community, and linked to the regional transit system. Implementation of the City of Villages strategy relies upon the future designation and development of village areas through comprehensive community plan updates. This Strategy, as implemented

through the General Plan goals and policies, is designed to provide a framework to manage and plan for future population growth in the City.

Both Scenario 1 and Scenario 2 incorporate the City of Villages Strategy by designating a community village in the northern portion of the proposed CPU area, close to the San Diego Convention Center, Centre City, the Ballpark, several forms of transportation, and the San Diego Bay. The community village concept draws upon the character and strength of the proposed CPU area's setting, commercial centers, institutions, and employment centers. This area is planned to be a vibrant pedestrian neighborhood with enhanced connectivity that reflects the types of public spaces, structures, public art, connections, and land uses that are influenced by Latino culture. Additionally, proposed CPU policies direct housing growth to areas suitable for infill and redevelopment that are buffered from industrial uses.

The proposed CPU is also intended to provide guidance for orderly growth and redevelopment in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around transit and commercial corridors, the proposed CPU under both land use scenarios would result in the creation of a mixed use urban environment that supports transit and pedestrian activity. The proposed CPU includes a PFFP that would allow the maintenance and improvements in infrastructure capacity and public services to coincide with future development. Other potential environmental impacts associated with population growth in the proposed CPU area (e.g., transportation/traffic, air quality, noise, GHG emissions) are addressed in the relevant sections of this PEIR.

As stated above, the population in the proposed CPU area will grow whether or not the proposed CPU is adopted. However, the Economic Prosperity Element of the proposed CPU aims to ensure that industrial uses and locally serving commercial uses remain viable in the proposed CPU area. In order to accomplish this, the proposed CPU includes land use planning principles, as well as goals and policies intended to protect, preserve, and expand the Prime Industrial Land designation through the designation of a Transition Area between predominantly industrial and existing and proposed residential areas. Additionally, the proposed CPU promotes infill commercial and office development, and encourages the use of local and state programs to incentivize business retention and expansion. Additional policies are intended to facilitate economic wellbeing of locally-owned and operated businesses, and create ample middle-income job opportunities for residents of the proposed CPU area. These policies serve to facilitate expansion and new growth of high-quality employment opportunities. A greater discussion of the proposed CPU policies related to the above is included in Section 4.1, Land Use, of this PEIR. Therefore, the proposed CPU under both Scenario 1 and Scenario 2 is growth accommodating, rather than growth inducing, because it provides comprehensive planning for the management of population growth and necessary economic expansion to support the development efforts.

7.0 Cumulative Impacts

The State CEQA Guidelines state in section 15130(a)(1) that a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The Guidelines further state that "an EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in Section 15065(a)(3), "means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

The evaluation of cumulative impacts is required by Section 15130(b)(1) to be based on either (A) "A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency," or (B) "A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect." This analysis relies on regional planning documents, in accordance with Section 15130(b)(1)(B), to serve as a basis for the analysis of the cumulative effects of the proposed CPU.

Pursuant to Section 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans and may be incorporated by reference. In addition, no further cumulative impact analysis is required when a project is consistent with such plans, where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed in a certified EIR for that plan.

In addition, Section 15130(e) states that "If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j)."

The cumulative impacts assessment in this section primarily relies on the cumulative impact determinations in the General Plan PEIR. The following issues were identified as cumulatively significant in the General Plan PEIR: air quality, biological resources, geologic conditions, health and safety, historic resources, hydrology, land use, mineral resources, noise, paleontological resources, population and housing, public services and facilities, public utilities, traffic, visual effects and neighborhood character, and water

quality. Consistent with Section 15130(e), where significance of cumulative impacts was previously identified for the General Plan PEIR, and the proposed CPU is consistent, those impacts do not need to be analyzed further. However, where the proposed CPU under either Scenario 1 or Scenario 2 would add incremental effects to the issues identified above, the effects associated with the proposed CPU are also considered cumulatively significant.

Cumulative Analysis Setting

A broad examination of cumulative impacts involves considering the proposed CPU and each land use plan scenario, together with growth of the CPU area. Development pursuant to the General Plan would occur in accordance with the land use designations and development intensities identified in the Land Use and Community Planning Element. The land uses and the associated potential development designated in the General Plan correlates to regional growth estimates made by SANDAG.

The population growth projected to occur by 2030, the year projected for build-out of the proposed CPU, would necessitate augmentation of the current housing stock, infrastructure, and public services within the proposed CPU. Cumulative impacts would occur as a result of multiple projects developed by 2030. The strategy of the General Plan is to anticipate the cumulative effects of growth and plan for it in a manner that is balanced in its approach. The focused growth strategy addresses future growth as a whole, and proposes policies to avoid impacts on a cumulative basis.

7.1 Land Use

The General Plan PEIR concludes that the gradual development of this region would result in significant, unavoidable cumulative land use impacts, and includes the adoption of mitigation measures that provide strategies for future individual development projects to apply in an attempt to reduce significant land use impacts from future projects. As discussed in Section 4.1, the proposed CPU under both Scenario 1 and Scenario 2 would result in an increase in population over the currently adopted Community Plan. The projected population for plan build-out under Scenario 1 would be 13,534, and for Scenario 2, 11,493. The projected build-out under the adopted Community Plan is 9,801. Scenario 1 would represent an increase in population over the SANDAG projections for the adopted Community Plan of 3,733; and Scenario 2 would also represent an increase, however substantially lower, of 1,692.

When combined with other development projects in the City, projects completed under the proposed CPU would place additional demands on regional facilities such as roads and public facilities/utilities. The specific cumulative effects related to these issues are discussed under their respective headings in this section.

As discussed in Section 4.1, Land Use, the proposed CPU contains 10 elements, each providing neighborhood-specific goals and recommendations. These goals and recommendations are consistent with citywide zoning classifications, development design guidelines, other mobility guidelines, incentives, and programs in accordance with the general goals stated in the City's General Plan. The proposed CPU would accommodate existing development as well as encourage development that would be consistent with community goals and character.

The proposed CPU under both scenarios, over time, is intended to reduce the number and severity of incompatible uses within the plan area by relocating existing industrial, residential, and sensitive-receptor uses into more appropriate locations within the proposed CPU area. As part of the planning process, a collocation buffer strategy was developed. The purpose of the collocation buffer strategy proposed as part the proposed CPU is to minimize land use conflicts between residential and other sensitive uses (i.e., schools) to protect health and safety with regard to noise, air quality, hazardous materials/hazardous substances, and visual resources.

The proposed CPU would contribute to an overall increase in urban density within the proposed CPU area. The General Plan has anticipated these cumulative effects associated with a more urban and dense redevelopment environment and created specific design and planning standards, which are mirrored in the proposed CPU, to ensure an effective use of land within the proposed CPU area. Despite the fact that the General Plan PEIR addressed the increase in density within urban areas, including the proposed CPU area, the greater density proposed under Scenario 1 and Scenario 2 could result in greater cumulative environmental impacts (quantitatively) related to traffic, noise, air quality, GHG, public services, and public utilities, which is discussed below. However, with respect to land use, because these effects were anticipated and addressed in the General Plan PEIR—and the proposed CPU is in conformance with the policies of the General Plan—cumulative land use and planning impacts associated with implementation of the proposed CPU would be less than significant.

7.2 Transportation/Circulation/Parking

Because the proposed CPU would not result directly in development of new or expanded uses, the analysis of potential impacts to transportation/circulation and parking within Section 4.2 is conducted at a plan level for both Scenario 1 and Scenario 2, and reflective of the potential cumulative impacts. The following summarizes the detailed analysis from that section and the determinations of significance.

The General Plan PEIR identified a cumulative impact to roadway LOS due to future Community Plan updates that could alter planned land uses and transportation. However, the General Plan PEIR analyzed the resulting increase in VMT on roadways

within the City rather than specific roadways. The proposed CPU contribution to the identified significant cumulative impact is determined to be cumulatively considerable, specifically as it pertains to the intersections, roadway segments, and freeway segments that were called out within this PEIR.

Implementation of either Scenario 1 or Scenario 2 would increase the number of intersections and road or freeway segments operating at LOS E or F within the proposed CPU area. As shown in Table 4.2-11, Scenario 1 would increase unacceptable LOS E or F operations during the A.M. peak hours at 10 intersections, with three intersections operating at LOS E and seven intersections operating at LOS F. During the P.M. peak hours, 13 intersections would operate at unacceptable LOS E or F, with LOS E at two intersections and LOS F at 11. This increase would be considered a cumulatively significant impact.

Of the 15 intersections impacted by Scenario 2, operations would be at unacceptable LOS E or F at 10 intersections during the A.M. peak hours, with LOS E at two intersections and LOS F at eight intersections. During the P.M. peak hours, 14 intersections would operate at unacceptable LOS E or F, with LOS E at three intersections and LOS F at 11 intersections. This increase would be considered a cumulatively significant impact.

Table 4.2-12 shows that there are currently eight roadway segments under existing conditions that operate at LOS E or F during the A.M. or P.M. peak hours. For both Scenario 1 and Scenario 2, 22 roadway segments would operate at LOS E or F. Consequently, Scenario 1 and Scenario 2 would result in impacts to 14 more roadway segments than under the existing condition. This increase would be considered a cumulatively significant impact.

Table 4.2-13 provides a comparison of specific freeway segment operations for the existing condition in comparison to future operations under Scenarios 1 and Scenario 2. There is currently one freeway segment operating at LOS E during the A.M. peak hour; and no freeway segments operate at LOS E or F during the P.M. peak hour under existing conditions. Scenario 1 results in significant impacts to three more freeway segments in the A.M. peak hour and four more freeway segments in the P.M. peak hour than under the existing condition. When comparing Scenario 2 to the existing condition, there are three more freeway segments that are significant in the A.M. peak hour and four more freeway segments that are significant in the P.M. peak hour. This increase would be considered a cumulatively significant impact.

The improvements for the intersections, roadway segments, and freeway segments recommended as mitigation are not guaranteed to be implemented under the proposed CPU. Timing, road rights-of-way, and design requirements have not been identified at the plan level; and while the PFFP includes these improvements, funding is not assured. Therefore, similar to the conclusion provided in Section 4.2, cumulatively significant and

unmitigable impacts are expected to occur as a result of the implementation of the proposed CPU under both Scenario 1 and Scenario 2.

With respect to parking, the General Plan PEIR did identify the potential for localized parking impacts which would be a cumulatively significant impact. As discussed in detail in Section 4.2, parking availability within the proposed CPU area is currently deficient. While overall traffic in the community would increase due to the additional residential units and commercial and manufacturing job opportunities under both scenarios, the proportionality of cars is expected to decrease due to increased transit use. However, with implementation of future projects under the proposed CPU for both scenarios it is assumed that parking availability would continue to fall under the City's required parking standards. Mitigation measures were identified to improve parking, but similar to above, these improvements cannot be guaranteed due to lack of design detail, rights-of-way, or funding. Therefore, the proposed CPU contribution to the identified significant cumulative impact related to parking is determined to be cumulatively considerable. Thus, cumulatively significant and unmitigable impacts are expected to occur as a result of the implementation of the proposed CPU under both Scenario 1 and Scenario 2.

7.3 Air Quality

While air quality in the SDAB has generally improved over recent decades due to auto emissions and other emissions restrictions and improved technologies, the SDAB is currently in non-attainment for federal and state ozone standards and state PM_{10} and $PM_{2.5}$ standards, and is unclassifiable for the federal PM_{10} standard. Past development has contributed to this condition, and future development forecasted for the region would generate increased pollutant emission levels from transportation and stationary sources. Because the air basin is in non-attainment for ozone, $PM_{2.5}$, and PM_{10}, any potential increase in emissions of these TACs resulting from development would potentially pose cumulatively considerable and significant air quality effects.

Cumulative assessment of air quality impacts to the SDAB relies on assessment of project consistency with the adopted RAQS and SIP. The RAQS and SIP are based on growth forecasts for the region, which are in turn based on maximum build-out of land uses as allowed in the adopted community and general plans. Potential cumulative air quality impacts would thus be reduced through achievement of emission levels and ozone reduction strategies identified in the RAQS. With regard to ozone precursors ROGs and NO_x, in general, if a project is consistent with the general plan land use designations and intensity, it has been accounted for in the ozone and other TAC attainment demonstrations contained within the SIP, and would not cause a cumulatively significant impact on ambient air quality. If a project is not consistent with the general plan land use designations and intensity, but results in less emission of ozone precursors, the project would still be consistent with the RAQS. As discussed in Section

4.3, the proposed CPU scenarios would result in greater emissions of ROG when compared to the adopted Community Plan, and would therefore conflict with the RAQS. This is considered a significant cumulative impact.

As discussed in Section 4.3, Air Quality, future development associated with the proposed CPU under both Scenario 1 and Scenario 2 would generate increased air pollution emissions associated with construction activities, vehicle trips in the area, and stationary sources. Construction activities in particular could result in emissions of PM_{10} and $PM_{2.5}$. In addition, the increased volume of traffic, compared to existing conditions, generated by infill and redevelopment activities within the planning area could increase localized concentrations of CO, creating additional CO hot spots. The General Plan PEIR did identify the potential for a cumulatively significant impact related to CO hot spots, as well as PM_{10} and $PM_{2.5}$.The increase in residential units and the activities associated with population growth under the proposed CPU would result in further emissions of some criteria pollutants. Therefore, the proposed CPU contribution to the identified significant cumulative impact related to CO hot spots, PM_{10}, and $PM_{2.5}$ is determined to be cumulatively considerable. Thus, cumulatively significant impacts are expected to occur as a result of the implementation of the proposed CPU under both Scenario 1 and Scenario 2. Future projects within the proposed CPU would be required to address and mitigate potentially significant project-level impacts. However, because no feasible mitigation measures are identified at the plan level, the impacts are cumulatively significant and unmitigable.

7.4 Noise

The General Plan PEIR stated that the goals, policies, and recommendations of the General Plan and compliance with federal, state, and local regulations would, in general, preclude impacts related to the incremental exposure of sensitive receptors to increased ambient noise levels along major transportation corridors and within the vicinity of new stationary sources. However, the potential for exposure of sensitive receptors to increased noise related to roadways and stationary sources, such as commercial and manufacturing operations, which would be a cumulatively significant impact, was identified.

The incremental exposure of sensitive receptors to increased ambient noise levels along major transportation corridors and within the vicinity of new stationary sources, when viewed in connection with the increased number of trucks, buses, and trains along these corridors and new stationary sources associated with development elsewhere in the City, are considered cumulatively significant. The proposed CPU Noise Element includes specific policies to guide compatible land uses and for the incorporation of noise attenuation measures for new uses that will protect people living and working in the City from an excessive noise environment. As detailed in Section 4.4 of this PEIR, the

proposed CPU could potentially expose noise sensitive land uses to future noise levels that exceed land-use noise compatibility thresholds established in the General Plan and levels established in the SDMC. This contribution would be cumulatively considerable for both Scenario 1 and Scenario 2 and therefore would result in a cumulatively significant impact. Future projects within the proposed CPU area would be required to address and mitigate potentially significant project-level impacts. However, because no feasible mitigation measures are identified at the plan level, the impacts are cumulatively significant and unmitigable.

7.5 Cultural/Historical Resources

The General Plan PEIR stated that the continued pressure to develop or redevelop areas would result in incremental impacts to the historic record in the San Diego region, which was determined to be a cumulatively significant impact. Regardless of the efforts to avoid impacts to cultural resources, the more that land is converted to developed uses, the greater the potential for impacts to cultural resources. While any individual project may avoid or mitigate the direct loss of a specific resource, the effect would be cumulatively considerable, and therefore would result in a cumulatively significant impact.

The Historic Preservation Element of the proposed CPU includes specific policies addressing the history and historic resources unique to the proposed CPU area in order to encourage appreciation of the community's history and culture. While the proposed CPU could result in direct impacts to historical resources under both scenarios, the goals, policies, and recommendations enacted by the City, combined with the federal, state, and local regulations described in Section 4.5, Historical Resources, provide a framework for developing project-level historical resources mitigation measures for future discretionary projects. All future discretionary project submittals under the proposed CPU shall be subject to site-specific review in accordance with the HRR and guidelines. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan.

As summarized in Section 4.5, these measures would not fully mitigate potential impacts related to historic buildings and structures, since removal of the historically significant building, site, or a component thereof may still be necessary for future development. Photo recordation would be required as mitigation; however, the loss of the historic resources from the built environment would be considered significant after mitigation. Therefore, the incremental impacts related to historic resources, when viewed in connection with historic resource impacts throughout the City, is determined to be cumulatively considerable. Thus, cumulatively significant and unmitigable impacts are

expected to occur as a result of the implementation of the proposed CPU under both Scenario 1 and Scenario 2.

Future projects within the Coastal Categorical Exclusion Area would be considered ministerial, and would not require further environmental review under CEQA. Because there is no mechanism to review and enforce mitigation for future projects proceeding ministerially within the Coastal Categorical Exclusion Area, the cumulative loss of these archaeological and historic resources would similarly be considered cumulatively significant and unmitigable.

7.6 Visual Effects and Neighborhood Character

Generally, the cumulative study area associated with aesthetic impacts is the geographic area from which a project is likely to be seen, based on topography and land use patterns. The cumulative study area included in the General Plan PEIR was the entire San Diego region. This area consists of a varying degree of significant landscape features and landforms. The conclusions presented in the General Plan PEIR were that the gradual development of this region would result in cumulatively significant aesthetic impacts. The General Plan PEIR includes the adoption of mitigation measures that provide strategies for future individual development projects to apply in an attempt to reduce significant visual impacts from future projects.

The proposed CPU area is urbanized, and development of future projects under the proposed CPU for both scenarios would occur in previously developed locations. However, the aesthetic effects of the proposed CPU are focused on the bulk and mass represented by the designated land uses. The Urban Design Element of the proposed CPU includes specific design guidelines that are intended to create a pattern, scale, and character for the built environment that complement the existing community while fulfilling the land use and mobility goals. Future growth has the potential to cumulatively impact the visual environment through fundamental changes in land use. The potential for an adverse effect is contingent upon the design and location of future buildings. Changes in visual character and quality resulting from individual development projects within the proposed CPU area could contribute incrementally to cumulative impacts with regard to aesthetics. However, this incremental contribution is not determined to be cumulatively considerable since the area is already highly urbanized and includes existing development of the type that would be likely to develop under the proposed CPU; therefore, no cumulatively significant impact is anticipated.

7.7 Human Health/Public Safety/Hazardous Materials

The General Plan PEIR concludes that the population growth occurring during implementation of the General Plan may result in an incremental increase in the number of people exposed to hazards (e.g., wildland fires, aircraft operations accidents, and flooding). The General Plan PEIR identifies mitigation measures that provide strategies for future individual development projects to apply in an attempt to reduce significant impacts to human health and safety from future projects. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at the program level, the General Plan PEIR concluded that there was a cumulatively significant impact to human health and safety.

As discussed in Section 4.7, Human Health/Public Safety/Hazardous Materials, the EDR Study (Appendix E) ranked sites within the proposed CPU area in order to categorize those areas having the greatest potential environmental impact. Of the 384 sites identified in the EDR Study area, 26 were identified as having the greatest potential environmental impact (Ranking 4), and 98 were identified as having a possible impact (Ranking 3); the remaining were ranked between 0 and 2, having the lowest relative impact to the EDR Study area.

Projected population growth associated with either Scenario 1 or Scenario 2 would increase the number of people potentially exposed to health and safety impacts related to hazardous materials in industrial areas. In order to reduce the health hazards associated with collocation of industrial and residential uses, a collocation buffer strategy was developed. The purpose of strategy is to reduce potential conflicts between residential and other sensitive uses (i.e., schools) to protect health and safety with regard to noise, air quality, hazardous materials/substances, and visual resources. In order to implement this strategy, the proposed CPU identifies transition zones which would only permit development of new uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the industrial zones. However, some industrial uses will continue to operate in areas designated for residential. Additionally, future development and redevelopment may occur in areas of known environmental concern.

As discussed in Section 4.7, as future specific projects are proposed, site-specific studies will need to be conducted to determine the potential for impacts to result from development or redevelopment, and remediation may be required. Future project applicants for all projects, whether discretionary or ministerial, would be required to obtain clearance from the County's DEH for the parcel and submit such documentation as part of the Building Permit application. This would ensure that no hazardous material impact would occur as a result of the proposed development of the site. Clearance may

be provided by County DEH when no hazardous materials are known, or expected to be present, or when remediation is required to be completed prior to site development. Only upon receipt of DEH clearance would projects be recommended for approval (discretionary) or approved (ministerial). Compliance with this requirement would ensure cumulative impacts would be less than significant.

Compliance with existing local, state, and federal regulations pertaining to hazardous materials transportation safety, hazardous materials in industrial areas, and with emergency response and emergency evacuation plans, would ensure that incremental impacts to health and safety related to these issues would be less than significant. Therefore, this contribution is not determined to be cumulatively considerable, and therefore no cumulatively significant impact is anticipated.

7.8 Hydrology, Water Quality, and Drainage

The General Plan PEIR concluded that incremental hydrological impacts related to absorption rates, drainage patterns, and/or rates of surface runoff, when viewed in connection with hydrological impacts elsewhere in the region, are considered to result in a cumulatively significant impact. However, the proposed CPU area is already developed and nearly 100 percent impervious, as discussed in Section 4.8, Hydrology, Water Quality, and Drainage; therefore, implementation of the CPU would not result in a net increase in impervious surfaces or runoff compared to existing conditions. Further, because much of the existing development was constructed before the storm water regulations were adopted, the future development within the proposed CPU area would likely result in a decrease in surface flows that contain pollutants of concern due to the required implementation of LID design and storm water BMPs. Therefore, this incremental contribution is not determined to be cumulatively considerable, and therefore no cumulatively significant impact is anticipated.

The proposed CPU area is urbanized and would not substantially or adversely impact existing drainage patterns, increase runoff, or increase the potential for flood hazards on-site or downstream. The southern portion of the proposed CPU area is located partially within both the 100- and 500-year floodplains. Future development in these flood-prone areas would require infrastructure or land development improvements that meet updated FEMA requirements to preclude flooding hazards and impacts resulting from drainage into Las Chollas Creek, which drains into the San Diego Bay. However, at this plan level, without project details necessary to evaluate individual project impacts and required improvements, the proposed CPU would contribute to the cumulative hydrologic effects in the proposed CPU area. Therefore, impacts would be cumulatively significant and unmitigable at this level of review.

7.9 Population and Housing

The General Plan PEIR concluded that the incremental displacement of substantial numbers of people or housing necessitating the construction of new housing elsewhere, when viewed in connection with displacement caused by infill and redevelopment elsewhere in the City, is considered cumulatively significant. As discussed in Section 4.9, both Scenario 1 and Scenario 2 would result in an increase in population over the currently adopted Community Plan. The projected population for plan build-out of Scenario 1 would be 13,534, and for Scenario 2, 11,493. The projected build-out population under the adopted Community Plan is 9,801. Scenario 1 would represent an increase in population over the projections for the adopted Community Plan of 3,733; and Scenario 2 would also represent an increase, however substantially lower, of 1,692.

To accommodate expected growth, the proposed CPU would increase the availability of multi-family housing; however, existing single-family housing would be replaced, mainly in areas most affected either by existing nearby incompatible uses or areas planned for industrial development. The proposed CPU land use and zoning would retain existing low-density, single-family residential in well-established residential neighborhoods (e.g., Boston Avenue).

As discussed in the General Plan's Housing Element, the City has identified "potential future infill housing opportunities sites" throughout the City, including the proposed CPU area. As such, this growth in population is consistent with the adopted General Plan and smart growth principles. The community is located close to transit, is served by existing public infrastructure, and is close to major urban amenities and jobs, which were factors considered when identifying the Barrio Logan community as an opportunity for infill. As discussed in Section 4.9, the proposed CPU would result in a net increase in residential units under both scenarios and would not result in a cumulatively considerable contribution to negative effects on population and housing; therefore, no cumulatively significant impact is anticipated.

7.10 Public Utilities

7.10.1 Water Supply/Systems

The General Plan PEIR concluded that there is no cumulatively significant impact related to water supply. The WSA prepared for the proposed CPU concluded that both Scenario 1 and Scenario 2 would be consistent with the water demands assumptions included in the regional water resource planning documents of the Water Authority and MWD. Furthermore, current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the Water Authority, and MWD to serve the projected demands of the CPU

area, in addition to existing and planned future water demand of the City. No cumulative impact exists; therefore, no cumulatively significant impact would occur from the proposed CPU under either scenario.

7.10.2 Sewer Systems

As stated within the General Plan EIR, the construction of future public utilities infrastructure improvements, which includes sewer systems, may result in cumulatively significant and unavoidable impacts. When added to other past, existing, and future planned development, the implementation of the proposed CPU would contribute incrementally to demand on sewer systems, including the wastewater treatment facilities. Additional sewer transmission and treatment facilities may be necessary to accommodate the increased flows from cumulative proposed developments. The City expects that the sewer system would be able to accommodate future growth within the City, which includes the proposed CPU area. Given that sewer studies are required on a project-by-project basis, these studies will address the necessary upgrades for each future development project under the proposed CPU. Therefore, the expected incremental impacts from the proposed CPU, under either scenario, would not be cumulatively considerable, and therefore, no cumulatively significant impacts would occur.

7.10.3 Solid Waste Services

The proposed CPU would generate solid waste through demolition/construction and ongoing operations. When evaluated in conjunction with past, present, and future projects, the proposed CPU would increase the amount of solid waste generated within the region. Waste generated from the proposed CPU area would most likely be disposed of at the Miramar Landfill, or potentially the Otay and Sycamore landfills. While current disposal rates and disposal limits for the San Diego region are requiring expansions to increase permitted capacity, the proposed CPU itself would not result in a direct impact that would require new or substantially altered solid waste disposal systems, nor would the proposed CPU result in a conflict with existing City targets of 75 percent waste recycling and diversion, including the continued operation of existing recycling facilities within and adjacent to the proposed CPU area and promotion of residential and commercial recycling. Adherence to the policies in the General Plan and proposed CPU, implementation of waste management plans as required by the Department of Environmental Services, and compliance with the SDMC and the Recycling Ordinance, would continue to reduce solid waste. Therefore, there would be no cumulatively significant impact to solid waste disposal resulting from the proposed CPU under either scenario.

7.10.4 Communications

When added to other past, existing, and future planned development, the implementation of the proposed CPU would contribute incrementally to demand on communication systems. However, as addressed in Section 4.10, these services are provided by private utility companies that have the capacity to respond to the demands of the region. Therefore, because no cumulative significant impact exists, there would be no cumulatively significant impact from the proposed CPU under either scenario.

7.10.5 Energy

Implementation of the proposed CPU would contribute to the citywide cumulative increase in demand for both electricity and natural gas as detailed in Section 4.10. The regional electricity and natural gas provider is a public utility that is mandated by state regulations to both decrease reliance on fossil fuels and to decrease reliance on energy imported from outside the region. For example, by 2020, all regional public energy utilities are required to provide 33 percent of their energy supply from renewable energy sources located in the region.

The proposed CPU is the adoption of a plan and does not specifically address any particular development project. Therefore, impacts to energy resources can only be addressed generally, based on planned growth. Depending on the types of future uses, impacts will need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects in the proposed CPU area would be required to meet the mandatory energy standards of the current California energy code under Title 24. Given the planning level of this analysis, it is not expected that the energy consumption from the proposed CPU would reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities. Additionally, several sustainable site design elements would be implemented as part of the project design in order to ensure that the project does not result in the consumption of excessive amounts of energy. Thus, through adherence to energy policies contained within state regulations and the proposed CPU, no cumulatively significant impact exists, and no cumulatively significant impact from the proposed CPU under either scenario would occur.

7.11 Public Services and Facilities

The overall population growth within the proposed CPU area would increase demands on law enforcement, fire protection, emergency medical services, schools, parkland and libraries. This demand, together with other cumulative development, may result in a need for new or modified facilities. The General Plan PEIR identified that a cumulatively significant impact exists relative to public services and facilities. However, as outlined in

the Public Facilities, Services, and Safety Element of the proposed CPU, there are mechanisms in place as part of the PFFP and citywide programs to mitigate these impacts to below a level of significance through payment of DIFs, or provision of public facilities on-site, to ensure that future development contributes its fair share toward needed personnel and facilities. As such, the proposed CPU, under either scenario, would not result in a cumulatively considerable contribution; and therefore, no cumulatively significant impact would occur.

7.12 Geology and Soils

The major geologic hazards associated with the proposed CPU area and future development in the immediately surrounding area are related to fault zones and potential liquefaction hazards. The General Plan PEIR identified a cumulatively significant impact related to such hazards. Potential impacts to future development would be reduced to below a level of significance through implementation of remedial measures identified in the geotechnical investigations, as required by the SDMC in association with the City Guidelines for Geotechnical Reports, for all new development within the City. In addition, conformance to UBC building construction standards for seismic safety would assure that new structures would be able to withstand anticipated seismic events within the City. Therefore, implementation of the proposed CPU and associated future development would not contribute to cumulative impacts related to geology and soils. As such, the proposed CPU under both scenarios would not result in a contribution that would make the impact cumulatively considerable; and therefore, no cumulatively significant impact would occur.

7.13 Paleontological Resources

The General Plan PEIR concluded that impacts to paleontological resources, similar to cultural resources, would be cumulatively significant. For each future discretionary project requiring mitigation (i.e., measures that go beyond what is required by existing regulations), the General Plan EIR identified site-specific measures listed within the Mitigation Framework to reduce significant project-level incremental paleontological resources impacts to less than significant. As discussed in Section 4.13, Paleontological Resources, the majority of the proposed CPU area, specifically the portion north and northeast of Harbor Drive, overlies geologic formations assigned a high sensitivity rating. Based on the excavation activities associated with future development, the proposed CPU has the potential to impact subsurface paleontological resources. Mitigation measures, consistent with those identified in the General Plan PEIR, have been identified to reduce potential impacts to below a level of significance. However, because future projects within the proposed Coastal Categorical Exclusion Area would be subject to ministerial approval, future projects within this area would be allowed to develop

without subsequent review provided they conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance. Because there is no mechanism to review and enforce mitigation for future projects proceeding ministerially within the Coastal Categorical Exclusion Area, the cumulative loss of these paleontological resources would likewise be considered cumulatively significant and unmitigable.

7.14 Biological Resources

Preservation of the region's biological resources has been addressed through the implementation of regional habitat conservation plans. Impacts to biological resources in the City are managed through the adopted MSCP Subarea Plan. As discussed in Section 4.14, Biological Resources, direct and cumulative impacts to biological resources from the proposed CPU would be less than significant. The proposed CPU area is not located adjacent to the MHPA; nor does it contain wetlands, vegetation communities classifiable as Tier I, II, or III, or habitat for rare, endangered, or threatened species or narrow endemic species.

The proposed CPU area includes a portion of the Bayside Phase VI segment for the Chollas Creek Enhancement Program. Measures have been incorporated into the proposed CPU to ensure compatibility with plans under the Chollas Creek Enhancement Program. Thus, cumulative impacts to biological resources are less than significant. While the General Plan PEIR did identify a cumulatively significant impact related to biological resources, for reasons presented above, the proposed CPU under both scenarios would not result in a cumulatively considerable contribution, and therefore would not result in a cumulatively significant impact.

7.15 Greenhouse Gases

Similar to Transportation/Circulation discussed above in Section 7.2, the proposed CPU would not result directly in impacts associated with the emission of GHG. Thus, the analysis of potential impacts related to GHG within Section 4.15 is conducted at a plan level for both Scenario 1 and Scenario 2, and reflective of the potential cumulative impacts. The following summarizes the detailed analysis from that section and the determinations of significance.

Table 4.16-4 summarizes both of the CPU scenarios' estimated BAU emissions, emissions with GHG reductions, and resulting percentage reductions for evaluation against the City's goal of a 28.3 percent reduction relative to BAU. As seen from this table, the proposed CPU would result in 21.0 and 21.4 percent reductions relative to BAU for Scenario 1 and Scenario 2, respectively. However, this reduction falls short of

meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to BAU. Without mitigation measures to reduce GHG emissions further, the cumulative GHG emissions generated from build-out of the proposed CPU under both scenarios would result in a cumulatively significant impact.

The Mobility, Urban Design, and Conservation Elements of the proposed CPU include specific policies to require dense, compact, and diverse development; encourage highly efficient energy and water conservation design; increase walkability and bicycle and transit accessibility; increase urban forestry practices and community gardens; decrease urban heat islands; and increase climate-sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to BAU.

Despite the inclusion of these policies (most of which are not quantifiable in terms of their GHG emissions reductions at the plan level), and despite the GHG reductions gleaned from statewide regulations on vehicle GHG emissions and building energy and water use, the proposed CPU's GHG emissions under both land use scenarios will fall short of meeting the 28.3 percent GHG reduction target relative to 2020 BAU. Instead, as quantified at the Plan-level, build-out GHG emissions would range from 21.0 and 21.4 percent less than 2020 BAU emissions.

The approximate 7 percent shortfall in meeting the target reductions can be made up through one or a combination of several effective and quantifiable GHG reduction measures that pertain to:

- Building and non-building energy use
- Indoor and outdoor water use
- Area sources
- Solid waste disposal
- Vegetation/carbon sequestration
- Construction equipment
- Transportation/vehicles

These GHG reduction measures are derived from and their feasibility and effectiveness in reducing GHG emissions have been documented in the 2010 CAPCOA publication *Quantifying Greenhouse Gas Mitigation Measures*. They have subsequently been included in the mitigation modules of the California Emissions Estimator Model, the CARB-sponsored modeling software released in March 2011, to quantify GHG emissions and reductions (CARB 2011). These measures are best quantified at the

project-level, because specific project-level design information is needed to calculate accurate GHG reductions. With incorporation of the techniques identified in Section 4.15.3.3, impacts associated with the proposed CPU's contribution of GHGs to cumulative statewide emissions would be reduced. However, the cumulatively considerable incremental contribution to the worldwide increase in GHG emissions represented by development that is anticipated to occur with implementation of the proposed CPU under either scenario is considered a cumulatively significant impact.

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8.0 Effects Found Not to be Significant

Pursuant to CEQA Guidelines Section 15128, this section briefly describes the environmental issue areas that were determined during preliminary project review not to be significant, and were therefore not discussed in detail in this PEIR.

8.1 Agricultural Resources

There is no designated agriculture use mapped within the proposed CPU area. A survey of vacant and disturbed parcels also verified that there are no current agricultural operations within the proposed CPU (see Section 4.14, Biological Resources). There are no mapped prime agricultural soils or farmlands as designated by the California Department of Conservation. No properties within the proposed CPU area are under a Williamson Act contract, nor are any Williamson Act parcels located in the vicinity. The proposed CPU under either Scenario 1 or Scenario 2 would therefore have no effect on agricultural resources.

8.2 Mineral Resources

The proposed CPU area is identified in the General Plan's Generalized Mineral Land Classification map (Figure CE-6) as MRZ-1, which is representative of no significant mineral deposits or low likelihood of significant deposits (City of San Diego 2008a). Further, all of the proposed CPU area has been previously graded and is currently developed with urban uses. The proposed CPU under either Scenario 1 or Scenario 2 would not result in the loss of availability of known valuable mineral resources or of a locally important mineral recovery site as identified in the City's General Plan or existing Community Plan. Therefore, the proposed CPU under either Scenario 1 or Scenario 2 would have no effect on mineral resources.

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9.0 Project Alternatives

9.1 Introduction

Section 15126.6 of the CEQA Guidelines requires the discussion of "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 as presented in Chapter 3 but would avoid or substantially lessen any of the significant effects of the project" and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives. The project objectives are enumerated in Chapter 3 of this PEIR.

As discussed in Chapters 4 and 7, the proposed CPU could result in significant, direct, and/or cumulative environmental impacts related to land use, transportation/circulation/parking, air quality, noise, cultural/historical resources, hydrology/drainage, paleontological resources, and GHG emissions. In developing the alternatives to be addressed in this section, consideration was given regarding their ability to meet the basic objectives of the project (see Chapter 3) and eliminate or substantially reduce significant environmental impacts (as identified in Chapters 4 and 7 of this PEIR).

The PEIR addresses a No Project Alternative (adopted Community Plan), a Reduced Project Alternative, and a No Coastal Categorical Exclusion Alternative. Each major issue area included in the detailed impact analysis of this PEIR has been given consideration in the alternative analysis. A summary comparison of each alternative and the proposed CPU is included in Table 9-1.

As required under Section 15126.6 (e)(2) of the CEQA Guidelines, the EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. The most environmentally superior alternative, as identified in the analyses below, would be the Reduced Project Alternative.

TABLE 9-1
COMPARISON OF ALTERNATIVES

Environmental Issue Area	Proposed CPU Scenario1	Proposed CPU Scenario 2	No Project/ Adopted Community Plan	Reduced Project	No Coastal Categorical Exclusion
Land Use					
Issues 1 and 2: Consistency with Adopted Environmental or Land Use Plans, Policies and Regulations	Significant and Unmitigable (exposure of noise sensitive land uses to noise in excess of General Plan and SDMC standards, and conformance with the Coastal Act)	Significant and Unmitigable (exposure of noise sensitive land uses to noise in excess of General Plan and SDMC standards, and conformance with the Coastal Act)	Significant and Unmitigable Greater (Inconsistent with adopted General Plan and City of Villages Strategy, exposure of noise sensitive land uses to noise in excess of General Plan and SDMC standards,)	(exposure of noise sensitive land uses to noise in excess of General Plan and SDMC standards, and conformance with the Coastal Act) N/C	(exposure of noise sensitive land uses to noise in excess of General Plan and SDMC standards) N/C
Issue 3: Airport Land Use Compatibility Plan Consistency	No Impact	No Impact	No Impact N/C	No Impact N/C	No Impact N/C
Issue 4: Community Division	Less than Significant	Less than Significant	Significant Greater	Less than Significant N/C	Less than Significant N/C
Issue 5: Adjacent Land Use Compatibility	Less than Significant	Less than Significant	Significant Greater Allows adjacent incompatible uses	Less than Significant N/C	Less than Significant N/C

TABLE 9-1
COMPARISON OF ALTERNATIVES
(continued)

Environmental Issue Area	Proposed CPU Scenario1	Proposed CPU Scenario 2	No Project/ Adopted Community Plan	Reduced Project	No Coastal Categorical Exclusion
Transportation/Circulation/Parking					
Issue 1: Transportation Network	Significant and Unmitigable *Significant Impacts:* • 14 inter-sections/ 3 after mitigation • 22 road segments/15 after mitigation • 5 freeway segments	Significant and Unmitigable *Significant Impacts:* • 15 intersections • 24 road segments/20 after mitigation • 5 freeway segments	Significant and Unmitigable Greater Impacts greater than for proposed CPU. Refer to PEIR Sections 4.2.2, 9.2.2, and to Appendix B1 Table 5-3 and Appendix B2 Table 6-6 *Significant Impacts:* • 24 road segments • 5 freeway segments	Significant and Unmitigable Reduced (some reductions at intersections, roadway and freeway segments due to reduced development densities)	Significant and Unmitigable N/C
Issue 2: Alternative Transportation Models	Less than Significant	Less than Significant	Less than Significant Greater (Would not implement City of Villages Strategy or CPU Policies to the same degree)	Less than Significant Greater (lower density would not result in as high use)	Less than Significant N/C
Issue 3: Parking Supply	Significant and Unmitigable	Significant and Unmitigable	Significant and Unmitigable Greater	Significant and Unmitigable, Reduced	Significant and Unmitigable, N/C

TABLE 9-1
COMPARISON OF ALTERNATIVES
(continued)

Environmental Issue Area	Proposed CPU Scenario1	Proposed CPU Scenario 2	No Project/ Adopted Community Plan	Reduced Project	No Coastal Categorical Exclusion
Air Quality					
Issue 1: Clean Air Standards	Significant and Unmitigable	Significant and Unmitigable	Significant and Unmitigable Reduced	Significant and Unmitigable Reduced	Significant and Unmitigable N/C
Issue 2: Air Pollutant Emissions	Significant and Unmitigable	Significant and Unmitigable	Significant and Unmitigable Greater	Significant and Unmitigable, Reduced	Significant and Unmitigable N/C
Noise					
Issue 1: Exposure of Noise-Sensitive Land Uses	Significant and Unmitigable	Significant and Unmitigable	Significant and Unmitigable Greater	Significant and Unmitigable, Reduced	Significant and Unmitigable N/C
Issue 2: Ambient Noise Level Increase	Significant and Unmitigable	Significant and Unmitigable	Significant and Unmitigable Greater	Significant and Unmitigable, Reduced	Significant and Unmitigable N/C
Issue 3: Land Use Incompatibilities	Significant and Unmitigable	Significant and Unmitigable	Significant and Unmitigable Greater	Significant and Unmitigable, Reduced	Significant and Unmitigable N/C
Cultural Resources					
Issue 1: Prehistoric/Historic Resources	Significant and Unmitigable	Significant and Unmitigable	Significant and Mitigable	Significant and Unmitigable N/C	Significant and Unmitigable Reduced
Issue 2: Religious/Sacred Uses and Human Remains	Significant and Mitigable	Significant and Mitigable	Significant and Mitigable	Significant and Unmitigable N/C	Significant and Mitigable

TABLE 9-1
COMPARISON OF ALTERNATIVES
(continued)

Environmental Issue Area	Proposed CPU Scenario1	Proposed CPU Scenario 2	No Project/ Adopted Community Plan	Reduced Project	No Coastal Categorical Exclusion
Visual Effects and Neighborhood Character					
Issue 1: Landform Alteration	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 2: Public Views	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 3: Neighborhood Character	Less than Significant	Less than Significant	Less than Significant Potentially Greater	Less than Significant N/C	Less than Significant N/C
Human Health/Public Safety/ Hazardous Materials					
Issue 1: Health Hazards	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant Reduced	Less than Significant N/C
Issue 2: Flooding	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 3: Seiches, Tsunamis, and Mudflow	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 4: Aircraft Operations Accidents	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 5: Emergency Response and Evacuation Plans	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C

TABLE 9-1
COMPARISON OF ALTERNATIVES
(continued)

Environmental Issue Area	Proposed CPU Scenario1	Proposed CPU Scenario 2	No Project/ Adopted Community Plan	Reduced Project	No Coastal Categorical Exclusion
Hydrology, Water Quality, and Drainage					
Issue 1: Runoff	Significant and Unmitigable Cumulative Impact	Significant and Unmitigable Cumulative Impact	Significant and Unmitigable Cumulative Impact N/C	Significan and Unmitigable Cumulative Impact t N/C	Significant and Unmitigable Cumulative Impact N/C
Issue 2: Pollutant Discharge	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 3: Water Quality	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Population and Housing					
Issue 1: Population Growth	Less than Significant	Less than Significant	Less than Significant Greater	Less than Significant Reduced	Less than Significant N/C
Public Utilities					
Issue 1: Water Supply	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant Reduced	Less than Significant N/C
Issue 2: Utilities	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant Reduced compared to the proposed CPU	Less than Significant N/C
Issue 3: Solid Waste and Recycling	Less than Significant	Less than Significant	Less than Significant Greater	Less than Significant Reduced	Less than Significant N/C
Issue 4: Energy	Less than Significant	Less than Significant	Less than Significant Greater	Less than Significant Reduced	Less than Significant N/C
Public Services and Facilities					
Issue 1: Public Services	Less than Significant	Less than Significant	Less than Significant Greater	Less than Significant Reduced	Less than Significant N/C

TABLE 9-1
COMPARISON OF ALTERNATIVES
(continued)

Environmental Issue Area	Proposed CPU Scenario1	Proposed CPU Scenario 2	No Project/ Adopted Community Plan	Reduced Project	No Coastal Categorical Exclusion
Geology and Soils					
Issue 1: Geologic Hazards	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 2: Soil Erosion	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 3: Geologic Stability	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Paleontological Resources					
Issue 1: Paleontological Resources	Significant and Unmitigable	Significant and Unmitigable	Significant and Mitigable	Significant and Unmitigable N/C	Significant and Mitigable Reduced
Biological Resources					
Issue 1: Sensitive Species	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 2: Sensitive Habitats	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 3: Encroachment	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 4: Wetlands	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Issue 5: Local Policies or Ordinances	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C

TABLE 9-1
COMPARISON OF ALTERNATIVES
(continued)

Environmental Issue Area	Proposed CPU Scenario1	Proposed CPU Scenario 2	No Project/ Adopted Community Plan	Reduced Project	No Coastal Categorical Exclusion
Biological Resources (Cont.)					
Issue 6: Noise and Sensitive Species	Less than Significant	Less than Significant	Less than Significant N/C	Less than Significant N/C	Less than Significant N/C
Greenhouse Gas Emissions					
Issue 1: Cumulative GHG Emissions	Significant and Unmitigable	Significant and Unmitigable	Significant and Unmitigable Greater	Significant and Unmitigable Reduced	Significant and Unmitigable N/C
Issue 2: Consistency with Adopted Plans, Policies, and Regulations	Less than Significant	Less than Significant	Less than Significant	Less than Significant Reduced	Less than Significant N/C

*N/C impacts are the same as those identified for the proposed CPU Scenario 1 and Scenario 2
Reduced = impacts would be reduced as compared to the proposed CPU Scenario 1 and Scenario 2
Greater = impacts would be greater than those identified for the proposed CPU Scenario 1 and Scenario 2

9.1.1 Rationale for Alternative Selection

To fully evaluate the environmental effects of proposed projects, CEQA mandates that alternatives to the proposed CPU be analyzed. Section 15126.6 of the State CEQA Guidelines requires the discussion of "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 the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to "focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project," even if these alternatives would impede to some degree the attainment of the project objectives. The CEQA Guidelines §15126.6(f)(1) provides several factors that may be considered with regard to the feasibility of an alternative: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated).

As discussed in Chapters 4 and 7, implementation of either of the two land use scenarios identified in the proposed CPU could result in significant, direct, and/or cumulative environmental impacts related to land use, transportation/circulation/parking, air quality, noise, cultural/historic resources, hydrology/water quality/drainage, paleontological resources, and GHG emissions. Mitigation measures identified for direct impacts to cultural/historic and paleontological resources (outside of the proposed Coastal Categorical Exclusion Area) would reduce some impacts to below a level of significance. However, impacts remain significant and unmitigable.

The alternatives identified in this section are intended to reduce or avoid one or more significant environmental effects of the proposed CPU. Each major issue area included in the impact analysis of this PEIR has been given consideration in the alternatives analysis.

In developing the alternatives to be addressed in this chapter, consideration was given to each alternative's ability to meet the basic objectives of the proposed CPU and to eliminate or reduce potentially significant environmental impacts. In addition to the two land use scenarios considered for the proposed CPU, Section 9.2 discusses the following three alternatives:

- **No Project (Adopted Community Plan) Alternative.** The No Project Alternative would allow development to proceed in accordance with the existing adopted plan.

- **Reduced Project Alternative.** The Reduced Project Alternative would reduce the density and intensity of development by 30 percent. The distribution of land use would otherwise be consistent with the proposed CPU. This alternative would reduce project impacts associated with the intensity of uses, and any corresponding significant impacts that would result.

- **No Coastal Categorical Exclusion Alternative.** The No Coastal Categorical Exclusion Alternative would implement either Scenario 1 or Scenario 2 and other components of the proposed CPU, except that the Coastal Categorical Exclusion would not be applied. This alternative was identified to reduce potentially significant impacts that could result from approval of ministerial projects within the Coastal Categorical Exclusion Area since the ministerial process would not be subject to future CEQA review. Under this alternative, all future development proposals within the proposed CPU area would be discretionary. Some significant impacts would be reduced or avoided since discretionary review and approval would be required for all projects, thereby providing for further review of impacts associated with a specific development project.

In addition, several alternatives were considered and rejected as part of the plan development process. They are discussed below.

9.1.2 Alternatives Considered but Rejected

Different alternatives to the proposed CPU were considered throughout the plan update process. The following alternatives were considered but rejected because they did not meet the objectives of the project as explained for each scenario considered. Because they did not meet the overall project objectives, they were rejected for further consideration.

Draft Land Use Alternatives A, B and C

The City worked with community members since April 2008 to develop alternative land use plans and community plan elements. The BLSC was convened of 25 voting members consisting of residents (both owners and renters), non-residential property owners, commercial and industrial representatives, non-profit/community organizations, and additional non-voting representatives from eight agencies, including; Port District, SDUSD, CCDC, Navy, Southeastern San Diego Planning Committee, SANDAG, Caltrans, and the San Diego Community College District.

Three land use options (originally referred to as Alternatives A, B, and C) were considered at the March 2009 BLSC Meeting, and a new land use designation – International, Business and Trade (IBT) - was introduced. As cited in the General Plan, the IBT land use designation would combine the uses permitted in both the Business Park and Light Industrial designations and allow for single- and multi-tenant office,

research and development, light manufacturing, and storage and distribution uses. In addition, the General Plan identifies the IBT designation as appropriate to apply in portions of communities adjacent to the border, other ports of entry, or areas in transition to higher intensity industries. The IBT designation is intended to allow for greater flexibility in order to generate new light industrial and office development.

The differences between the three land use options tended to focus on appropriate designations for transition areas east of the heavy industrial and naval uses along the bay. The intent was to buffer areas designated primarily for residential and mixed use from existing or designated industrial or heavy commercial uses located west of Harbor Drive. By May 2009, there was general consensus among committee members with regard to preferred land use designations for all but select transition areas. A decision was made to study the three land use options in more detail.

A map identifying common elements was prepared to assist in the effort to develop the land use options. The map illustrated areas where past planning efforts and community feedback indicate general agreement regarding the land uses. The following provides a brief summary of the land use options, referred to below as Alternatives A, B and C.

Alternative A: Alternative A portrayed lower scale three-story housing to emphasize community character over the creation of higher-density housing, and also encouraged office development. Under this alternative, the transition area was designated Office Commercial. The economics study concluded that the amount of proposed square footage for new office space within the Transition Area of the proposed CPU would not be absorbed by the market over the life of the community plan, and therefore the amount of office proposed would result in a land use plan that would be economically infeasible to fully implement. In addition, the project was rejected because it did not meet the project objectives to the same degree as the proposed CPU with regard to providing the desired higher-density and affordable housing to meet projected future need. An economic study determined that without adequate density it would be economically infeasible to develop housing affordable to Barrio Logan residents due to the need for extensive subsidies (ERA 2009).

Alternative B: Alternative B emphasized higher four- to five-story residential development in targeted areas, a wider mix of employment opportunities, and a greater mixed-use development. Under this alternative, the IBT designation was applied to the Transition Zone of the proposed CPU. This alternative was rejected primarily because the IBT designation provided too much flexibility in that it would allow uses that could be incompatible with residential and neighborhood-commercial uses, and therefore could undermine planning objectives to create a transition zone and reduce collocation effects. The IBT designation is primarily intended for lands near the International Border and Port of Entry. Also, this designation would be more suitable on large parcels where a

high volume of truck traffic is anticipated to move goods. Barrio Logan is an urbanized community of smaller parcels, occupied with a variety of uses on which sensitive receptors are located, such as residences, schools, and neighborhood services. The range of uses permitted in the IBT had the potential to increase land use compatibility impacts in the Transition Zone. Therefore, this resulted in the rejection of this alternative.

Alternative C: Alternative C included opportunities for affordable housing by providing an incentive-based density bonus to allow for a development project to range from a three-story by-right structure to up to five stories if a certain portion of the units were set aside for low-income residents. Alternative C also emphasized the creation of a clear, distinct transition zone between heavier industrial uses to the west and residential and community-serving uses to the east. Under this alternative, a Business Park designation was applied to the Transition Area which included business and lighter industrial opportunities. Ultimately, economic feasibility studies (ERA 2009) concluded that a Business Park designation could not be supported due to a need for larger parcels to accommodate the type of lower-scale development and surface parking that would result. Components of this alternative were brought forward and developed in the proposed two CPU scenarios, which include a Community Village, incentives for redevelopment, provisions for higher density, and appropriate transitional uses to separate sensitive residential and residential-serving uses from heavy commercial and industrial uses.

Barrio Logan Smart Growth Coalition Proposal

Taking into consideration the land uses proposed for the three alternatives discussed above, the Barrio Logan Smart Growth Coalition (Coalition), which represented more than 30 business and property owners within the community, presented an additional land use option to the City on October 8, 2009. The land use considerations proposed by the Coalition included the following:

- Designate Office Commercial uses that would permit light manufacturing in the areas closest to, and within, parts of the transition zone. This designation can be found along the north side of Main Street between Evans and 32nd Streets and on bordering parcels.

- Identify Neighborhood Commercial uses on the corners between 28th and 32nd Streets on Main Street.

- Adopt the IBT designation presented in Alternative B, and extend this designation north to meet the San Diego-Coronado Bridge/Dewey Street to allow greater flexibility for the Port District and maritime-supporting industries in a transition zone.

- Eliminate the parkland identified between 32nd Street and Las Chollas Creek and expand the industrial area, while including a narrow greenbelt which would connect to the proposed park along the north side of Boston Avenue between 28th and 32nd Streets.

- Expand the Live-Work designation into the area between 26th and 28th Streets and Boston and National Avenues.

- Include a Community Village designation in the area bounded by Beardsley and 16th Streets and Logan and Newton Avenues which allows for greater density than the Neighborhood Village designation, but allows for greater density consistent with the City's recently adopted General Plan and SANDAG's RCP that promotes smart growth in areas immediately adjacent to transit hubs.

The Smart Growth Coalition proposal presented an alternative to preserve and expand the General Plan area's commercial and industrial base. This alternative was rejected in part because it included the IBT land use designation. As discussed above for Alternative B, the IBT designation is considered unsuitable for Barrio Logan due to the small existing parcel sizes and existing urban development. The proposed CPU Scenario 2 replaced the IBT designated area with a Light Industrial designation to reduce impacts associated with collocation. This was then subsequently replaced with a new tailored land use designation and zoning to allow for specific maritime-oriented commercial uses that would cater specifically to the Port District tenants. While the IBT land use designation had attributes that would have fulfilled some of the maritime-oriented business needs, it also had other allowable uses that would have conflicted with the General Plan's collocation policies. The IBT designation would have allowed too much flexibility in allowing uses that could be incompatible with residential and neighborhood-commercial uses. In addition, a significant increase in industrial and commercial floor area as proposed for this alternative would increase impacts associated with traffic and parking, air quality, noise, and GHG emissions as compared to the proposed CPU or any of the alternatives selected for further consideration. Consequently, the proposal was rejected because it did not meet the project objective to reduce collocation effects.

Environmental Health Coalition Proposal

An additional land use option was developed by the Environmental Health Coalition in 2004, called "The Vision". This proposal increased residential and neighborhood-serving uses and provided greater separation of reduced industrial and manufacturing/heavy commercial from more sensitive uses, such as residential and neighborhood-serving uses. While many elements of this proposed land use map were incorporated into Scenarios 1 and 2, this alternative land use map was rejected because it did not provide the necessary residential development density for more affordable housing developments to be economically feasible without large public subsidies, and provided

too much office space and institutional uses that would also require extensive public funding sources to pay for the proposed uses that included a new public school, parking structures, and a large-scale park (ERA 2009). Therefore, it did not meet the project objective of the proposed CPU to maintain an adequate supply of maritime-oriented uses to meet the current and future needs of the maritime-oriented shipbuilding businesses and the City's economy. Elements of the proposal were considered in development of the proposed CPU Scenario 1, which is considered in this PEIR.

Alternative Project Location

According to the State CEQA Guidelines, the range of alternatives could include evaluation of alternative "locations that would avoid or substantially lessen any of the significant effects of the project" (Guidelines §15126.6(f)(2)(A)). The proposed CPU is a Community Plan update which guides the future development of the Barrio Logan community in the City. Since the proposed CPU is specific to this community, no such comparison is possible.

9.2 No Project (Adopted Community Plan) Alternative

The No Project Alternative is the continued implementation of the adopted 1978 Barrio Logan/Harbor 101 Community Plan and LCP and BLPDO zoning regulations. The adopted Community Plan was intended to guide development through 1995. Various amendments to the adopted Community Plan have occurred over the years but the proposed CPU would be the first comprehensive update.

The adopted plan has seven elements that establish specific land use, transportation, and environmental quality proposals, together with an evaluation of the social and economic impacts resulting from those proposals. The adopted Community Plan also includes a Coastal Zone Element which discusses the relationship of the plan to the policies of Chapter 3 of the Coastal Act. Recommendations are included in each element to provide the framework for development. The Implementation and Phasing section identifies actions that the City should follow to attain the stated goal. Those are specific and quantified guidelines which can directly translate to regulatory controls.

The specific elements of the adopted Community Plan are:

1. Socio-Economic
2. Land Use
3. Transportation

4. Safety
5. Environmental
6. Coastal Zone
7. Special Areas

Build-out projections for the No Project Alternative compared to the proposed CPU are shown below in Table 9-2.

TABLE 9-2
COMPARISON OF NO PROJECT ALTERNATIVE WITH PROPOSED CPU SCENARIOS 1 AND 2[1]

Land Use Categories	No Project Alternative (Adopted Community Plan)	Proposed CPU Scenario 1	Proposed CPU Scenario 2
Residential	47.99 ac 2,757 du	51.13 ac 3,807 du	50.95 ac 3,233 du
Commercial	58.01 ac 1,532,669 sq. ft.	98.41 ac/ 1,977,661 sq. ft.	94.45 ac/ 2,256,070 sq. ft.
Industrial	104.02 ac/ 6,720,891 sq. ft.	60.49 ac/ 3,431,056 sq. ft.	64.62 ac/ 3,791,023 sq. ft.
Port Industrial	112.24 ac 4,868,496 sq. ft	112.24 ac 4,868,496 sq. ft	112.24 ac 4,868,496 sq. ft
Elementary School	4.15 ac 57,539 sq. ft.	4.15 ac 57,539 sq. ft.	4.15 ac 57,539 sq. ft.
Community College	0.99 ac 70,000 sq. ft.	0.99 ac 70,000 sq. ft.	0.99 ac 70,000 sq. ft.
Other Institutional	1.21 ac 112,649 sq. ft.	1.21 ac 112,649 sq. ft.	1.21 ac 112,649 sq. ft.
City Facilities	0.34 ac 2,425 sq. ft.	0.34 ac 2,425 sq. ft.	0.34 ac 2,425 sq. ft.
Port Park	4.27 ac	4.27 ac	4.27 ac
City Park	8.45 ac	9.06 ac	9.06 ac
Open Space	7.51 ac	10.49 ac	10.49 ac
Military	368.11 ac	368.11 ac	368.11 ac
Transportation/Utilities	282.31 ac 17,815 sq. ft.	278.72 ac 17,815 sq. ft	278.72 ac 17,815 sq. ft
Vacant	–	–	–
Population	9,801	13,534	11,493
TOTAL	999.61	999.61 ac	999.61 ac

[1]SOURCE: City of San Diego, Draft Barrio Logan CPU 2012.
ac = acre; du = dwelling unit; sq. ft. = square feet.

Compared to the proposed CPU, the No Project Alternative would provide lower densities for residential land use and more land designated industrial. A total population of 9,801 residents is projected at plan build-out under this alternative with approximately 2,757 dwelling units. The general distribution of land uses in the No Project Alternative anticipates a mix of residential, industrial, and commercial uses throughout the plan

area. Although provisions for a transition zone between industrial and residential or other sensitive uses was anticipated, significant land use incompatibilities between uses have resulted.

Residential development would continue to be composed primarily of multi-family development, with the exception of established single-family residential, most notably evident along Boston Avenue. Industrial uses are expected to develop in support of naval operations and waterfront industries near the bay. Commercial and office uses are allowed to develop within these same areas.

An issue-by-issue comparison of the No Project Alternative and the proposed CPU is presented below, and summarized in Table 9-1.

9.2.1 Land Use

Impacts to land use under the No Project Alternative would be greater than those identified for the proposed CPU because this alternative would not provide the same reduction of incompatible land uses under the existing zoning and would not implement the General Plan's City of Villages Strategy.

Adjacent Land Use Compatibility

The No Project Alternative would retain the 1978 Community Plan and BLPDO Zoning regulations as they exist currently. Over the years, the adopted land use plan has allowed incompatible uses to collocate (e.g., industrial and residential). Health and safety concerns have arisen as a result. The existing Community Plan acknowledges the incompatible land uses and the effects of siting industrial and residential land uses in close proximity to one another. A goal of the adopted plan is to achieve "residential/industrial coexistence and rehabilitation." The plan intends to accomplish this through preserving, enhancing, and expanding residential through infill development, and adding and rehabilitating neighborhood-serving commercial and public facilities while also organizing and relocating industrial "into identifiable units" (City of San Diego 1991a).

As shown in Figure 4.1-4, the current adopted plan anticipates expansion of industrial uses in the northern portion of the project area near sensitive uses such as residential or schools. For example, under the No Project Alternative, expansion of "coastal dependent industry" is anticipated (EIR for the proposed Barrio Logan/Harbor 101 Community Plan [EQD#78-03-42]). Light Industrial, in the form of an industrial park, is designated northeast of the Perkins Elementary school site near the Tenth Avenue Marine Terminal in the area between Sigsbee Street and 16th Street east of Newton Avenue. Industrial is also anticipated south and west of the school, generally between Main Street and Harbor Drive and west of Harbor Drive south to the San Diego-Coronado Bridge. Therefore, under the No Project Alternative, a combination of residential, industrial, commercial,

and institutional uses would continue to be allowed in close proximity, and new incompatibilities would be more likely to result over time.

As compared to the proposed CPU, land use conflicts would not be addressed at the plan level to same degree. The No Project Alternative would not provide a comprehensive plan to reduce existing incompatibilities. Land uses policies and designations in this area would not be modified to improve land use compatibility by redirecting industrial and heavy commercial uses away from more sensitive land uses in the community and toward areas west of Harbor Drive or east of Main Street, southeast of Wabash Boulevard in the southeastern plan area. Significant land use impacts related to collocation of incompatible uses would be greater with ongoing implementation of the adopted plan as compared to the proposed CPU.

Consistency with Adopted Environmental or Land Use Plans, Policies and Regulations

The No Project Alternative would not implement the General Plan and Strategic Framework Element, which includes the City of Villages Strategy; nor would it be consistent with SANDAG's 2050 RTP (2011) and RCP (2004) or the Port District's land use planning recommendations to provide a transitional zone, to the same extent as the proposed CPU scenarios.

Under the No Project Alternative, the northern portion of the project area would continue to be designated exclusively for industrial and institutional uses and a delineated Community Village center would not be designated. This would conflict with the adopted General Plan because it would result in less intensity of residential and Community Village uses, particularly in the north end of the project area, compared to the proposed CPU. Under this alternative, residential building heights within the designated Redevelopment Area would be restricted to a maximum of 50 feet, compared to the maximum 60 feet (zones RM-3-9, CN-1-4, and CO-2-2 only) designated under the proposed CPU. In addition, under the No Project Alternative, residential land use is designated along Beardsley and Dewey Streets between Main Street and National Avenue, whereas the proposed CPU would allow for high-density, multi-family residential throughout this area. Consequently, the No Project Alternative would not increase density to allow for the same density or mixed-use development needed to promote pedestrian and transit-oriented development envisioned for the General Plan City of Villages Strategy or SANDAG's RCP. Residential uses would not be concentrated in the northern area to facilitate the Community Village concept, close to transit facilities and Downtown's East Village.

The No Project Alternative would not implement multiple goals of the General Plan which emphasize provision of pedestrian-friendly facilities and a safe bicycle network, urban design and recreation considerations to improve walkability, use of transit and other modes of transportation, street and other urban design improvements and expansion

and upgrades to public parks. The No Project Alternative would also not involve an update to the PFFP to provide and maintain infrastructure and public services consistent with requirements established by the Public Facilities, Services and Safety Element of adopted General Plan.

Similar to the proposed CPU, the No Project Alternative would result in less than significant impacts with regard to Coastal Act, Historical Resources Regulation, and the Chollas Creek Enhancement Program. Ongoing development as envisioned by the No Project Alternative would not conflict with existing Naval Station San Diego land use outside the City's jurisdiction.

In summary, plan inconsistencies with the City's General Plan, SANDAG's 2050 RTP and RCP, the Port District's land use planning recommendations, and significant land use incompatibilities would be greater under the No Project Alternative than the proposed CPU.

9.2.2 Transportation/Circulation/Parking

Similar to the proposed CPU, implementation of the No Project Alternative would result in significant and unmitigable transportation, circulation, and parking impacts. However, impacts to circulation resulting from implementation of the No Project Alternative would be greater than those identified for the proposed CPU, which includes a comprehensive program for improvements to redirect truck traffic and encourage alternative modes of transportation.

Trip Generation

Projected traffic conditions would remain unchanged with the continuation of the No Project Alternative. Under the No Project Alternative, traffic and parking problems resulting from major industrial employment centers along the bayfront would continue. In addition, the community would not benefit from the congestion relief and increased transportation choices (e.g., bike paths, trails, etc.) proposed under the CPU that strengthens the City of Villages land use vision, including implementation of the proposed Mobility Element.

At build-out, the proposed CPU would generate less traffic than the No Project Alternative. For the 2030 Horizon Year, the No Project Alternative would generate a total of approximately 164,310 ADT, whereas build-out of Scenario 1 would generate approximately 137,267 ADT and Scenario 2 would generate approximately 140,140 ADT (see PEIR Section 4.2; Appendices B-1 and B-2). As such, the No Project Alternative would result in an additional 27,043 ADTs over Scenario 1 and 24,170 ADTs over Scenario 2.

Roadway Segment Operations

Appendix B of this EIR provides a summary of LOS conditions for roadway segments for the No Project Alternative (build-out of the adopted Community Plan). Based on planning-level analysis and on ADT volumes, the No Project Alternative would result in cumulatively significant impacts along the following roadway segments:

- Cesar E. Chavez Parkway between Logan Avenue and National Avenue (LOS E);
- Cesar E. Chavez Parkway between National Avenue and Newton Avenue (LOS F);
- Cesar E. Chavez Parkway between Newton Avenue and Main Street (LOS F);
- Sampson Street between National Avenue and Harbor Drive (LOS F);
- 26th Street between National Avenue and Main Street (LOS F);
- 28th Street between I-5 and Boston Avenue (LOS F);
- 32nd Street between Main Street and Wabash Boulevard (LOS F);
- Vesta Street between Main Street and I-5 Ramps (LOS E);
- Logan Avenue between Sigsbee Street and Cesar E. Chavez Parkway (LOS F);
- National Avenue between 16th Street and Sigsbee Street (LOS E);
- National Avenue between Sigsbee Street and Beardsley Street (LOS E);
- National Avenue between Beardsley Street and Cesar E. Chavez Parkway (LOS F);
- National Avenue between Cesar E. Chavez Parkway and Evans Street (LOS F);
- National Avenue between Sicard Street and 27th Street (LOS F);
- Boston Avenue between 28th Street and 29th Street (LOS F);
- Boston Avenue between 29th Street and 32nd Street (LOS F);
- Main Street between Cesar E. Chavez Parkway and Evans Street (LOS F);
- Main Street between Evans Street and 26th Street (LOS F);
- Main Street between 26th Street and 28th Street (LOS F);
- Main Street between 28th Street and 29th Street (LOS F);
- Main Street between 29th Street and 32nd Street (LOS F);
- Main Street between 32nd and Rigel Street (LOS F);
- Main Street between Rigel Street and Una Street (LOS F); and
- Main Street between Una Street and I-5 SB Off-ramp (LOS F).

When the No Project Alternative is compared to Scenario 1, impacts would be similar with the exception being that build-out of the No Project Alternative would result in

significant impacts along two segments of National Avenue between 16th Street and Beardsley Street, which would not occur with implementation of Scenario 1.

Impacts would improve along several roadway segments with implementation of Scenario 2 compared to the No Project Alternative. Of these, four segments would improve to operate at an acceptable level of service (LOS D):

- Sampson between National Avenue and Harbor Drive would be LOS E for Scenario 2 compared to LOS F for the No Project Alternative;
- 26th Street between National Avenue and Main Street would be LOS E with implementation of Scenario 2 compared to LOS F for the No Project Alternative;
- National Avenue between 16th Street and Beardsley Street would be LOS D with implementation of Scenario 2 compared to LOS E for the No Project Alternative;
- Main Street between Cesar E. Chavez Parkway and Evans Street would be LOS E with implementation of Scenario 2 compared to LOS F for the No Project Alternative;
- Main Street between Evans Street and 26th Street would be LOS D with implementation of Scenario 2 compared to LOS E for the No Project Alternative; and,
- Main Street between 28th Street and 29th Street would be LOS D with implementation of Scenario 2 compared to LOS E for the No Project Alternative.

Freeway Segments

Build-out of the No Project Alternative, Scenario 1, and Scenario 2 would result in similar significant impacts to freeway segments as compared to the existing condition, with the exception being that the No Project Alternative would result in a significant impact on SR-15 from the I-5 Interchange to Ocean View Boulevard during the A.M. peak hour that would not occur for either Scenario 1 or Scenario 2 (see Table 9-3 below).

TABLE 9-3
COMPARISON OF FREEWAY SEGMENT LOS IMPACTS: EXISTING CONDITION, AND HORIZON YEAR (2030) FOR THE NO PROJECT ALTERNATIVE (ADOPTED COMMUNITY PLAN), SCENARIO 1 AND SCENARIO 2

Freeway Segment Impacts (AM/PM)	A.M./P.M.	Existing	No Project (Adopted Community Plan)	Scenario 1	Scenario 2
I-5 from J Street to SR-75 Junction	A.M.	D	**F_0** (NB)	**F_0** (NB)	**F_0** (NB)
	P.M.	C	**E** (SB)	**E** (SB)	**E** (SB)
I-5 from SR-75 Junction to 28th Street	A.M.	D	**F_0** (NB)	**F_0** (NB)	**F_0** (NB)
	P.M.	C	**E** (SB)	**E** (SB)	**E** (SB)
I-5 from 28th Street to SR-15 Interchange	A.M.	C	**E** (NB)	**E** (NB)	**E** (NB)
	P.M.	C	D	D	D
I-5 from SR-15 Interchange to Division Street	A.M.	**E**	**F_0** (NB)	**F_0** (NB)	**F_0** (NB)
	P.M.	D	**F_0** (SB)	**F_0** (SB)	**F_0** (SB)
SR-15 from I-5 Interchange to Ocean View Boulevard	A.M.	C	**E** (SB)	D	D
	P.M.	C	**F_0** (NB)	**F_0** (NB)	**F_0** (NB)

Note: (NB) is northbound, (SB) is southbound
Bold text represents unacceptable level of service

Consequently, the land uses proposed for Scenario 1 or Scenario 2 would lessen, but not eliminate, cumulative freeway traffic impacts. With implementation of some or all of the freeway improvements discussed in Section 4.2 of this PEIR, including freeway improvements identified in SANDAG's adopted 2050 RTP, freeway impacts could be reduced, but not to a level of less than significant. The implementation of these improvements would enhance the regional connectivity and accommodate the forecasted growth of the San Diego region, including Barrio Logan.

Truck Traffic

Under the No Project Alternative, heavy trucks may continue to travel on neighborhood roadways not designated for truck travel. As detailed in Section 4.2, currently, signage restricts trucks in excess of one ton, or five tons on existing Community Plan area roadways. Despite these restrictions, illegal truck traffic is observed on several area streets, including Cesar E. Chavez Parkway. It is the intent of the goals and policies of the proposed CPU, specifically the Mobility Element, to reduce these conflicts. Selection of the No Project Alternative would not implement these specific goals and policies; however, it would likely not affect existing efforts to implement the Port Freeway Access Program by the Port District, SANDAG, Caltrans, and the cities of San Diego and National City.

Alternate Transportation Modes

Several modes of alternative transportation make up the transit network, including trolley, bus, bicycle routes, and pedestrian pathways. Currently, approximately 3.8 percent of travel within the project area is attributed to alternative transportation modes. The proposed CPU proposes a land use pattern that takes advantage of the existing and future transit network. The proposed CPU increases the amount of residential and employment use within walking distance of transit service. This, along with planned increases in transit service, is expected to result in an increase in transit ridership which would further reduce existing traffic and circulation congestion within the community. The Traffic Impact Analysis does not state the percentage that alternative transportation is expected to increase for the No Project Alternative; however, implementation of the proposed CPU is expected to increase use of alternative transportation to 3.9 percent for Scenario 1 and 4.1 percent for Scenario 2 over the existing Community Plan based on transportation modeling conducted by the City. Since the adopted plan would not provide the same level of improved live/work opportunities, bikeway improvements, or proximity to bus and rail transit within the community, the No Project Alternative would not improve multimodal transportation opportunities in the community to the same degree as those provided by either of the proposed CPU scenarios.

Parking

In general, parking in the project area is accommodated through on-site parking, leased surface parking lots, and on-street parking. The lack of adequate on-street and structured parking is a primary issue in the project area and is primarily due to the lack of on-site parking being provided for workers at harbor-related industries. Given that the build-out of the adopted plan could generate a total of 164,310 ADT, which would represent a 74 percent increase over the 2003 Base Year scenario, it is expected that the adopted plan would create an average demand for parking that could substantially exceed supply. Similarly, build-out of Scenario 1 and Scenario 2 would result in significant impacts on demand for parking. However, improvements identified as part of the proposed CPU (see Section 4.2 of this PEIR) would result in reduced parking in certain areas and an increase in transit use as a result of decreased overall automobile use within the community. As discussed in Section 4.2, even with implementation of mitigation measures identified for impacts to intersections, roadway segments, and freeway segments, significant effects related to parking demand are expected. However, because Scenario 1 and Scenario 2 would reduce vehicle trips compared to the No Project Alternative, impacts related to parking demand would be correspondingly reduced as compared to the No Project Alternative.

Street Improvements

Although the residential, commercial, and industrial development in the proposed CPU area would generate additional trips whether under the No Project Alternative or proposed CPU scenarios, the No Project Alternative does not include the same targeted street improvements, traffic signals, restriping, transportation systems management techniques, and traffic calming measures to be implemented and expanded to increase street capacity, reduce congestion, reduce speeding, and improve neighborhood livability. Nevertheless, it should be assumed that any future discretionary approvals for projects proposed under the existing plan would be subject to CEQA review and mitigation to reduce or avoid any significant impacts to transportation and circulation identified for a development project. This could include road or intersection improvements and payment of DIFs to provide a fair-share contribution for any required improvements. Additionally, continued adherence to the General Plan and the SANDAG RTP would be required under this alternative. However, as stated above, this alternative would not benefit from the implementation of the goals and policies included in the proposed Mobility Element that aim to improve traffic and circulation in the project area, including improvements to Cesar E. Chavez Parkway, as well as additional measures such as traffic calming, roadway-rail grade separation, the Boston Avenue Linear Passive Park Trail, truck access, parking, and pedestrian and transit improvements, to name a few. As such, impacts under the No Project Alternative would be greater than those anticipated under either of the proposed CPU scenarios.

9.2.3 Air Quality

Air quality impacts under the No Project Alternative would generally be less than those identified for the proposed CPU with respect to consistency with adopted AQMPs. However, although the No Project Alternative would have fewer emissions for ROG and $PM_{2.5}$, it would have higher emissions for NO_x, CO, SO_2, and PM_{10} when compared to the proposed CPU scenarios. Additionally, because the proposed CPU would result in a change to land use designations, neither scenario would be consistent with the land use designations upon which the RAQS and SIP were based, and thus would not be consistent with the growth assumptions used in development of the local air quality plans. The No Project Alternative would retain the existing land use and zoning, and therefore would be consistent with the RAQS and SIP.

Impacts associated with both construction and operational emissions of criteria pollutants under the No Project Alternative would be similar to those identified for the proposed CPU and would be significant. Under the No Project Alternative, total CO, SO_2, and PM_{10} emissions would be greater than existing emissions and emissions under the proposed CPU. However, under the No Project Alternative (adopted Community Plan), total future NO_X would be higher than under the proposed CPU and lower than the existing condition. $PM_{2.5}$ and ROG emissions under the No Project Alternative are

projected to be lower than the emissions under the proposed CPU, but higher than existing emissions.

As discussed in Section 4.3, total future emissions under the No Project Alternative and the proposed CPU are projected to be greater than established thresholds for criteria pollutants. The No Project Alternative would result in the highest CO, SO_2, and PM_{10} emissions, while $PM_{2.5}$ and ROG would be lower than the CPU, and NO_X would be lower than the existing condition; this would be considered a significant impact.

Although specific truck volumes were not provided for the No Project Alternative, a comparison of the various parameters available for the No Project Alternative with those for the proposed CPU indicate that the total incremental cancer risk isopleths would be similar to those projected for the proposed CPU.

Overall, air quality impacts under the No Project Alternative would be similar to the proposed CPU, and would be significant and unmitigable.

9.2.4 Noise

Noise impacts under the No Project Alternative would be similar to those identified for the proposed CPU, and would have the potential to result in significant noise impacts.

Under this alternative, noise associated with major roads, railways, and stationary (industrial and commercial) sources would continue to exist. In addition, residents would continue to be exposed to excessive noise from the high percentage of heavy truck traffic on roads not designated for heavy truck use. Similar to the proposed CPU, future construction activities related to the existing plan would potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. Compliance with the City's standards and codes, along with other federal, state, and local regulations, is required of all projects.

The Noise Element of the proposed CPU provides goals and policies to guide site planning and project development, including noise abatement measures for existing and new uses to protect people living and working in the project area from an excessive noise environment. Goals and policies of the proposed CPU seek to reduce the effect of noise from industrial and commercial uses, motor vehicles, and rail operations by providing buffers, building design measures, and the use of berms, walls, and building orientation to minimize exposure to excessive noise levels. Since the existing land use plan and zoning does not provide measures to the extent that would be provided by the proposed CPU, and could allow commercial or industrial development in close proximity to noise sensitive uses (e.g., residential, schools, etc.), implementation of the No Project Alternative may not provide the same level of benefit to the community, although future projects subject to discretionary review would need to demonstrate conformance with existing noise regulations, plans, and policies.

However, for both the No Project Alternative and the proposed CPU, it is possible that for certain land uses, particularly existing sensitive receptors, adherence to policies included in the adopted or proposed plans and the City's noise regulations may not adequately attenuate noise levels generated during build-out of the community. Therefore, the potential exists for exposure of noise-sensitive land uses to both exterior and interior future noise levels that exceed those established in the adopted General Plan and/or SDMC. Therefore, noise impacts under the No Project Alternative would be similar to the proposed CPU, and would be significant and unmitigable.

9.2.5 Cultural/Historical Resources

Impacts to cultural/historical resources under the No Project Alternative would be similar to the proposed CPU for all discretionary projects. The project area includes known historic and prehistoric resources (see Table 4.5-1). While both the No Project Alternative and the proposed CPU do not specifically propose demolition or substantial alteration of a resource, or ground disturbing activities such as grading or excavation, it can be assumed that future development has the potential to result in significant direct and/or indirect impacts to cultural or historical resources. Any potential impacts to significant cultural or historic resources would be considered significant.

Similar to the proposed CPU, implementation of this alternative would be required to adhere to all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 4.5. For example, SDMC Section 143.0212 requires a historical screening process for sites with buildings that are 45 years old or older which is applied to all discretionary and ministerial permit requests. If a property is determined to be a historic resource, the project may require additional environmental review and discretionary approval. The City's process for the evaluation of projects includes environmental review and documentation pursuant to CEQA, as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and zoning. Furthermore, for the No Project Alternative, all projects would be within the Coastal Overlay Zone and would be subject to discretionary review. As discussed in Section 4.5 of this PEIR, conformance to existing federal, state and local regulations provide a framework for developing project-level mitigation. However, as discussed in the 2008 General Plan PEIR, while significant impacts to cultural or historical resources may be mitigated through review of discretionary projects, specific mitigation at the program EIR level is not available since specific development projects are not known. Therefore, impacts to cultural or historical resources under the No Project Alternative would be similar to the proposed CPU, and would be significant and unmitigable.

9.2.6 Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the No Project Alternative would be greater than those identified for the proposed CPU. Under the No Project Alternative, there would be fewer restrictions over the future distribution and pattern of proposed industrial, residential, commercial, public/institutional, and open space land uses that distinguish the project area and define its neighborhood character. Existing incompatible land uses would remain, and there would be no incentive to correct incompatibilities.

The adopted Community Plan states that the community's ethnic character should be recognized and future development should provide "for a continuing and growing cultural expression of the Barrio's cultural and historical heritage as a Chicano community." However, current zoning allows for collocation of residential and heavy industrial uses which are considered to deteriorate the overall visual quality of the community. Compared to the proposed CPU, which includes goals and policies that specify design recommendations and guidelines intended to work in conjunction with the other elements of the Community Plan, the No Project Alternative would not provide the same level of benefit over time to replace incompatible land uses that could improve the visual quality of the community. Therefore, the proposed CPU would have a beneficial effect on visual effects and neighborhood character compared to the No Project Alternative.

9.2.7 Human Health/Public Safety/Hazardous Materials

Human health, public safety, and hazardous materials impacts under the No Project Alternative would be greater than those identified for the proposed CPU. The project area contains numerous known and listed hazardous sites of potential environmental concern. As discussed in Section 4.7 and Appendix E to this PEIR, 384 sites of environmental concern are located within the project area. In addition, the project area contains several older buildings which may contain hazardous building materials (lead, asbestos, Polychlorinated Biphenyls or PCBs) that could be exposed during demolition or renovation. Future development consistent with the No Project Alternative, similar to the proposed CPU, may result in significant impacts if such development allows greater contact between humans and hazards or retains industrial/heavy commercial uses adjacent to more sensitive uses. In either case, significant hazardous materials impacts would be similarly mitigated for new development through compliance with all applicable federal, state, and local laws and regulations regarding hazardous materials siting, assessment, and remediation. In addition, a risk assessment would be required at all sites within the Community Plan area where contamination has been identified or is discovered during future construction activities, and a hazardous building materials survey would be conducted at all buildings in the project area prior to demolition or renovation activities.

Under the No Project Alternative, existing and future land use conflicts resulting from the collocation of heavy industrial and sensitive land uses would remain. The existing Community Plan acknowledges the incompatible land uses and the effects of siting industrial and residential land uses in close proximity to one another. Therefore, the first goal of the existing Community Plan is to achieve "residential/industrial coexistence and rehabilitation." The existing plan intends to accomplish this through preserving, enhancing, and expanding residential through infill development and adding and rehabilitating neighborhood-serving commercial and public facilities while also organizing and relocating industrial "into identifiable units" (City of San Diego 1991a). Despite this vision, implementation under the current Plan and applicable zoning has allowed incompatible development that, in some instances, has been linked to impacts to the health and well-being of the community. In order to reduce the health hazards associated with collocation of industrial and residential uses, the proposed CPU identifies transition zones that would only permit development of new uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the industrial zones. As such, impacts related to collocation of incompatible uses would be greater under the No Project Alternative as compared to the proposed CPU.

9.2.8 Hydrology/Water Quality/Drainage

Impacts to hydrology and water quality under the No Project Alternative would be similar to those identified for the proposed CPU.

Hydrology/Drainage: Current drainage patterns within the Community Plan area would remain with the No Project Alternative and would be less than significant. Similar to the proposed CPU, future development under the No Project Alternative would occur in areas that are fully developed and largely impervious due to existing structures, paving, and other improvements; therefore, the volume or rate of runoff would be relatively the same.

As discussed in Section 4.8, three watersheds are within or adjacent to the plan area. These include Switzer, Las Chollas, and Paleta creeks. Consistent with the existing topography, these and the existing storm water conveyance system discharge into San Diego Bay. All future projects would be subject to discretionary review on a project-by-project basis, and all development proposals in the City are subject to SDMC drainage regulations. Treatment and capacity requirements to address larger storm events that exceed current capacity would be addressed at the time projects are proposed. Improvements, which could include upgrades to the existing conveyance system, would be identified to address deficiencies if needed. Implementation of storm water control measures would provide incremental benefits by filtering and reducing runoff volume from new development as compared to the existing condition.

Continued development consistent with the No Project Alternative would not be expected to significantly increase the volume of direct runoff to drainage basins, municipal storm water systems, or ultimately to receiving surface and groundwater bodies, or change the existing hydrology within the proposed CPU area. Because the community is largely built-out, new development is not likely to result in substantial changes to the existing drainage patterns and areas currently subject to flooding could continue to experience such events. Improvements could be realized as affected or adjacent properties develop and storm water control measures are incorporated. Regardless, implementation would not result in significant changes to the existing hydrology or drainage as compared to the existing condition.

Water Quality: Runoff would likely continue to contain typical urban runoff pollutants such as sediment, pathogens, heavy metals, petroleum products, nutrients, and trash. However, the existing project area is highly urbanized, and future development that intensifies land use over existing conditions would occur on existing disturbed or developed parcels. Regardless of the whether the No Project Alternative or one of the proposed CPU scenarios are selected, new development projects would be required to comply with existing water quality regulations and design requirements, resulting in improvement to water quality over time.

Currently, the area of Las Chollas Creek has been listed as an impaired water body under Section 303(d) of the Clean Water Act due to high levels of copper, lead, zinc, and other toxicity in the storm water collected. The Chollas Creek Enhancement Program was adopted by the City in May 2002, and involves an extensive outreach and education campaign as well as habitat restoration and water quality monitoring components aimed at reducing water pollution and improving riparian habitats within the Chollas Creek Watershed. As for the proposed CPU, adherence to the design guidelines established as part of the Enhancement Program and the Chollas Watershed Comprehensive Load Reduction Plan would be expected to improve water quality of the creek over time.

While there are no designated beneficial uses of groundwater underlying the project area, future redevelopment under the No Project Alternative or either of the proposed CPU scenarios has the potential to improve groundwater quality through removal of potential sources of groundwater contamination, such as small chemical storage facilities and metal plating shops. Similar to the proposed CPU, future development proposed in accordance with the No Project Alternative could decrease sources of pollution because new storm water regulations require implementation of storm water BMPs to reduce storm water pollution.

Similar to the proposed CPU, new development proposed as part of the No Project Alternative would be required to implement LID BMPs as discussed in the City's Storm Water Standards Manual. Implementation of storm water BMPs would reduce the amount of pollutants transported from the project area to receiving waters during smaller storm events.

Therefore, similar to the proposed CPU, hydrology/water quality/drainage impacts under the No Project Alternative would be less than significant. However, because the southern portion of the proposed CPU area is located partially within both the 100- and 500-year floodplains, future development in these flood-prone areas would require infrastructure or land development improvements. At this plan level, without project details necessary to evaluate individual project impacts and required improvements, the proposed CPU would contribute to the cumulative hydrologic effects in the proposed CPU area. Therefore, as identified for the proposed CPU in Chapter 7, impacts would be cumulatively significant and unmitigable at this level of review for the No Project Alternative.

9.2.9 Population and Housing

Similar to the proposed CPU, the No Project Alternative would not result in significant population and housing impacts. The No Project Alternative would not displace substantial numbers of people or housing necessitating the construction of replacement housing elsewhere. However, the No Project Alternative relies on outdated growth projections which do not take into account the projected increase in demand for housing, including affordable housing.

The projected population for Scenario 1 would be 13,534, and for Scenario 2, 11,493. This is a considerable increase as compared to the approximate 4,865 residents currently residing in the project area (SANDAG 2010b). The projected build-out population of 9,801 anticipated under the No Project Alternative would be less than either Scenario 1 or Scenario 2. However, as noted in Table 4.9-2, and further detailed in Section 4.9 and Appendix J, the SANDAG Series 12 forecast identified a population of 10,883 and housing stock of 3,064 dwelling units, which would exceed the capacity of the adopted Community Plan estimated to have a population of 9,801 and a housing stock of 2,757 units prior to Year 2030. Therefore, the No Project Alternative cannot accommodate the projected population and housing needs for the Barrio Logan community as currently projected. Furthermore, the No Project Alternative anticipates a general “reduction of allowable individual residential development density” due to the current zoning that allows for development of heavy industrial, commercial, and residential in the same areas. As discussed in Section 4.9 of this PEIR, the Housing Element concluded that “eventually it will be necessary to rezone and redesignate more [residential] land to create capacity for more housing supply, especially after 2015” (City of San Diego 2006), and that this process would occur as community plans are updated.

Based on the total number of dwelling units allowed for the proposed CPU and adopted Community Plan, the No Project Alternative would result in from 476 to 1,050 fewer dwelling units at build-out depending on which proposed CPU scenario is chosen. The No Project Alternative would not create mixed-use village centers where residential uses would be integrated with employment and commercial uses as in the proposed CPU and

would not meet the project objective to support development of a Community Village. Additionally, the population and economic prosperity goals and objectives of both the Strategic Framework of the General Plan and SANDAG's RCP and 2050 RTP would not be achieved to the same degree as for either of the proposed CPU scenarios.

9.2.10 Public Utilities

Under the No Project Alternative, the provision of public utilities would be implemented as detailed in the current PFFP. The project area is currently almost 100 percent developed, and there are public utilities in place to serve the community as discussed in Sections 4.10 and 4.11. However, similar to the proposed CPU, utility upgrades may be required as growth occurs. Currently, infrastructure improvements are financed through the collection of DIFs in accordance with an adopted PFFP. In some cases, where new development requires improvements that may not be planned and included as a CIP, additional project-specific mitigation may be identified for individual projects. Impacts for each public utility are discussed below.

9.2.10.1 Water

Similar to the proposed CPU, the No Project Alternative would result in less than significant impacts. Compared to Scenario 1 and Scenario 2, the No Project Alternative would result in a slightly lower water demand (1,953 AFY). Development pursuant to the No Project Alternative would be consistent with water demand assumptions for the adopted land use plan, and is therefore included in the regional water resource planning documents of the Water Authority and MWD. Water demand for Scenario 1 is projected at 2,220 AFY and 2,225 AFY for Scenario 2. Section 4.10 (Public Utilities) of this PEIR and Appendix G (Water Supply Assessment Report) provide additional discussion to demonstrate that impacts resulting from selection of the No Project or proposed CPU scenarios would not result in significant impacts.

9.2.10.2 Sewer

Sewer impacts would also be similar under the No Project Alternative and the proposed CPU. The existing sewer system is comprised of a 78-inch trunk sewer underneath Newton Avenue and a 36-inch to 48-inch sewer pipe underneath East Harbor Drive. Smaller sewer lines collect laterally from the two sewer mains. As discussed in Section 4.10.4, the need exists to upgrade or replace many pipelines, trunk sewers, and pump stations to meet the City's wastewater management needs in accordance with state and federal requirements. These upgrades are administered by the City PUD. Sewer is handled on a project-by-project basis and each future project is required to complete a sewer study based on equivalent dwelling units. In addition, sewer trunk lines are monitored in the field in order to determine the capacity. Given that PUD plans capital improvement projects several years prior to the systems reaching capacity, the

Division expects that the sewer system would be able to accommodate future growth of both the No Project Alternative and the proposed CPU.

9.2.10.3 Solid Waste

Solid waste impacts would be increased under the No Project Alternative as compared to the proposed CPU. As shown in Table 4.10-3, the solid waste generation rates under build-out of the No Project Alternative are estimated to be 19,062 tons annually, which is greater than both Scenario 1 and Scenario 2 estimates of 17,069 tons and 17,768 tons annually, respectively.

Similar to the proposed CPU, projects under the adopted Community Plan would be required to comply with numerous City regulations, including the City's Recycling Ordinance (updated July 2012). In addition, a WMP would be required for any project which exceeds the City's threshold, which is currently 60 tons of waste generated. In tandem with the WMP, all development projects under the No Project Alternative would also be subject to the City's Construction and Demolition Ordinance and Section 142.08 of the LDC, which outlines the requirements for refuse and recyclable materials storage.

Overall, the No Project Alternative would result in an increase in solid waste generation by approximately 2,000 tons and 1,300 tons for Scenarios 1 and 2, respectively. Although the project generates more waste, all development remains subject to CEQA review and any project generating 60 tons or more would require a WMP. Therefore, impacts associated with solid waste disposal and recycling under the No Project Alternative would be similar to the proposed CPU, and would be less than significant.

9.2.10.4 Energy

Energy consumption would be greater for the No Project Alternative as compared to the proposed CPU due mostly to the substantially greater square footage of industrial and commercial uses that would be developed and a corresponding larger number of vehicle trips.

SDG&E provides gas and electricity to the project area, and it is anticipated that there would be sufficient energy facilities to serve the existing population and anticipated new growth of the existing plan. Because implementation of the No Project Alternative does not specifically address any particular development project, impacts to energy resources can only be addressed generally based on planned growth. Similar to the proposed CPU, future projects developed in accordance with the No Project Alternative would be required to meet the mandatory energy standards of the current California energy code (Title 24).

Given the programmatic level of this analysis, it is not expected that the energy consumption from either the No Project Alternative or the proposed CPU would reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities.

As discussed above under Air Quality (Section 9.2.3), implementation of this alternative would not achieve the same level of benefit envisioned by the City of Villages strategy to reduce trips and corresponding air emissions. The No Project Alternative would result in approximately 40,526 - 43,399 additional ADTs over the proposed CPU depending on which land use alternative is ultimately chosen. As such, it is anticipated that energy consumption under this alternative would be greater, though not significant under CEQA.

9.2.11 Public Services

The demand on public services resulting from the No Project Alternative would remain unchanged from those conditions previously analyzed for build-out of the existing plan. There would be no additional demand for police, fire, school, park, or library services beyond those identified for build-out of the existing plan.

9.2.11.1 Parks

Impacts to the provision of park services would be similar under the No Project Alternative compared to the proposed CPU. There is currently a 4.29-acre deficit in population-based parks for the community based on the General Plan's park standard of providing a minimum of 2.8 usable acres of population-based parks per 1,000 residents (see Section 4.11). The demand for park and recreation opportunities would continue to grow as the population of the community increases, either under the No Project Alternative or the proposed CPU. At community build-out under the No Project Alternative, 27.44 acres of population-based parks are needed to meet General Plan standards, leaving a future deficit of 19.44 acres (including the current deficit of 4.29 acres).

The proposed CPU outlines several policies specific to the proposed CPU relating to the expansion, preservation, and enhancement of parks. These goals and policies were designed to help enable the City to provide additional parkland and recreation opportunities to serve the growing population. At CPU build-out, 37.90 or 32.18 acres (for Scenario 1 and Scenario 2, respectively) are needed to meet General Plan standards, of which 26.86 acres have been identified. This would leave a future deficit of 11.04 acres (Scenario 1) and 5.32 acres (Scenario 2).

During preparation of the proposed CPU, City staff identified opportunities for additional parkland recreation facilities within the proposed CPU area. These areas could potentially support recreation facilities under the No Project Alternative as well,

depending on land availability. In addition, park equivalencies were identified for the proposed CPU. These equivalencies identified for the proposed CPU could also be applied under the No Project Alternative.

Although the acreage requirement under the No Project Alternative would be less than the proposed CPU, there would still be a need for parks to be constructed after the equivalencies are factored in (see Table 4.11-6). As such, parkland deficiencies of the No Project Alternative would be similar to the proposed CPU scenarios.

9.2.11.2 Libraries

Impacts to the provision of library services would be similar for the No Project Alternative and the proposed CPU. The nearest library to the project area is the Logan Heights Branch Library, which serves the residents of the Community Plan area. This library meets the service area goals for both the No Project Alternative and proposed CPU (pers. comm. Saunders 2010), and there are no plans for new or expanded facilities. Therefore, similar to the proposed CPU, no impacts to the provision of library services would result.

9.2.11.3 Schools

Impacts to the provision of school services would be similar under the No Project Alternative when compared to the proposed CPU. Based on current enrollment and capacity for each of the schools serving the project area, there is currently sufficient capacity to accommodate the existing student population (SDUSD 2010). The potential exists for an increase in students under Scenario 1 of the proposed CPU, which would increase enrollment to the point where existing school facilities would exceed capacity. Because build-out of the No Project Alternative would result in fewer residents, it can be assumed that demand for school services would be somewhat decreased compared to Scenario 1 of the proposed CPU. However, when additional demand warrants, the provision of school facilities, supported by payment of school fees by new development, is the responsibility of the SDUSD. As discussed in Section 4.11.3, State SB 50 states that statutory fees are the exclusive means of considering and mitigating school impacts. SB 50 limits the mitigation that may be required to the scope of the review of a project's impacts to schools, and the findings for school impacts. As such, payment of the statutory fee would mitigate impacts on school services as a result of both the No Project Alternative and proposed CPU because of the provision that the statutory fees constitute full and complete mitigation. Therefore, impacts to the provision of school services under the No Project Alternative would be similar to the proposed CPU.

9.2.11.4 Fire/Police Protection

Impacts to the need for fire/police protection services would be similar under the No Project Alternative, as the adopted plan has a PFFP in place based upon facilities identified in the 1978 Barrio Logan/Harbor 101 Community Plan. Build-out under the adopted plan would continue to assess DIFs to new projects, which contribute to the provision of fire and police protection services. Therefore, regardless of whether the No Project Alternative or one of the proposed CPU scenarios is selected, a PFFP would be implemented to assess DIFs to new projects. As such, impacts to the provision of fire/police protection services under the No Project Alternative would be similar to the proposed CPU.

9.2.12 Geology/Soils

Impacts under the No Project Alternative would be similar to those of the proposed CPU. The project area contains geologic conditions, including fault zones and liquefaction, which could pose significant risks if the proposed CPU area is not properly designed and constructed (see Section 4.12). However, potential impacts related to geology and soils would be avoided or reduced to less than significant through adherence to standard building code measures, including compliance with applicable building codes (e.g., Title 24 of the California Code of Regulations, the CBC, and the SDMC). Additionally, a comprehensive, site-specific soil and geologic evaluation would be required for all future projects to determine potential hazards and site conditions.

Erosion impacts associated with future development would be similar for the No Project Alternative and the proposed CPU. Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Adherence to the requirements of the City's Storm Water Standards Manual during construction would also be expected to improve post-construction conditions related to erosion, as new development would be required to adhere to a higher standard of BMPs compared to existing design standards. As such, impacts under the No Project Alternative would be similar to those of the proposed CPU, and would be less than significant.

9.2.13 Paleontological Resources

The proposed CPU and the No Project Alternative both forecast development over approximately the same area, and implementation of each has the potential to result in significant impacts to paleontological resources on sites within the old paralic deposit (see Section 4.12, Figure 4.12-1). Because of its high sensitivity for paleontological resources, grading into this formation could potentially destroy fossil remains.

Unlike the proposed CPU, all future projects under the No Project Alternative would be subject to discretionary review and approval due to the fact that all projects will continue to require a CDP. Additional CEQA review would be required as specific projects are proposed. Projects proposed under the existing plan would require a comprehensive, site-specific paleontological resources evaluation to determine potential impacts and site conditions. At the time individual development projects are proposed, potential impacts to paleontological resources would be reduced below a level of significance through project-specific mitigation or standard measures to be implemented during construction to ensure the recovery of any resources.

Therefore, impacts of the No Project Alternative would be similar to the proposed CPU only for those projects located outside the Coastal Categorical Exclusion Area. Within the Coastal Categorical Exclusion Area for the proposed CPU, impacts would be greater than for the No Project Alternative because there would be no mechanism to require additional review and mitigation for ministerial projects. Consequently, potential impacts to paleontological resources would be less for the No Project Alternative than either of the proposed CPU scenarios.

9.2.14 Biological Resources

Impacts related to biological resources under the No Project Alternative would be similar to those identified for the proposed CPU and are considered less than significant. There is the potential for future development activities, as permitted under the adopted Community Plan and the proposed CPU, to result in a short-term disruption to sensitive wildlife species. As discussed in Section 4.14, Biological Resources, impacts to sensitive biological resources must be assessed and mitigated to below a level of significance in accordance with the City's Biological Guidelines. Although trees suitable as nesting habitat for raptors are present within the community, impacts would be less than significant because the area is highly urbanized. Any riparian vegetation or wetland habitat downstream of Las Chollas Creek or within San Diego Bay would have a potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of future development. Under both the No Project Alternative and the proposed CPU, BMPs for future specific development would be implemented in accordance with local and state water quality regulations that would reduce potential impacts to riparian vegetation and downstream wetland habitat below a level of significance.

The No Project Alternative would be required to comply with the MSCP, which provides comprehensive long-term habitat conservation to address the needs of multiple species and the preservation of natural vegetation communities for lands within the City. Similar to the proposed CPU, all future projects developed in accordance with the No Project Alternative would be required to adhere to regulations imposed by state and federal resource agencies which provide additional assurances that impacts to biological

resources would not be significant. Therefore, impacts to biological resources under the No Project Alternative would be similar to the proposed CPU, and would be less than significant.

9.2.15 Greenhouse Gases

GHG impacts would be greater under the No Project Alternative compared to those of the proposed CPU due mainly to greater square footage of commercial and industrial uses and associated operations. Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions. As discussed in Section 9.2.2 above, the No Project Alternative would result in an additional 43,399 ADTs over Scenario 1 and 40,526 ADTs over Scenario 2. Therefore, vehicle emissions would be correspondingly higher. In addition, industrial uses allowed under the No Project Alternative would also be greater than for the proposed CPU. Therefore, it can be assumed that industrial emissions under the No Project Alternative would increase correspondingly.

Similar to the proposed CPU, vehicle emissions reductions for the No Project Alternative would be expected over time due to regulations on auto and fuel manufacturers that would reduce vehicle emissions by 2020. The No Project Alternative would also be required to comply with the Title 24 CBC that contains increased energy and water efficiency requirements that would reduce GHG emissions from those sources. Implementation of the No Project Alternative would not benefit from the additional GHG-reducing policies identified in the proposed CPU beyond the reductions mandated under existing codes and regulations.

Overall, GHG emissions for the No Project Alternative would be greater, though as identified for the proposed CPU, impacts would be significant and unmitigable.

9.2.16 Summary of No Project Alternative

Compared to the proposed CPU, the No Project Alternative would not avoid or substantially reduce the significant effects of the project with respect to land use, transportation/circulation/parking, air quality, noise, cultural resources, cumulative hydrology (flooding) and GHG emissions. While the No Project Alternative would result in lower population at build-out, the greater industrial and commercial square footage designated under the No Project Alternative would result in impacts that would generally be the same as the proposed CPU. Cumulatively significant impacts related to hydrology/water quality would be the same for the No Project Alternative as the proposed CPU due to the existing impairment of the San Diego Bay and the current and future contribution of contaminants, which would be cumulatively considerable.

Impacts to cultural and paleontological resources would be less as compared to the proposed CPU since all projects would be subject to discretionary review (no Coastal Categorical Exclusion), therefore providing a mechanism to review environmental impacts and implement mitigation to reduce such impacts. Impacts associated with land use and neighborhood character would be greater than for the proposed CPU since no update to the adopted Community Plan would occur, resulting in incompatibility with the City's adopted General Plan and impacts due to incompatible uses could continue. Less than significant impacts to human health and safety, population and housing, public utilities, public services, geology/soils, biological resources, would be similar to the proposed CPU.

The No Project Alternative would not meet all of the proposed CPU's objectives. Specifically, it would not accomplish the smart growth principles through the provision of high-density and affordable residential units in an already urbanized location adjacent to existing public transportation, employment, and other public infrastructure and services to the same degree as the proposed CPU. In addition, the No Project Alternative would not address the collocation of incompatible uses associated with heavy industrial uses near sensitive receptors, nor meet the objectives of the Port District's Transition Zone Policy to provide transition/buffer zones between heavy industrial or commercial uses and more sensitive areas that allow residential. Selection of this alternative would allow maritime-oriented and industrial uses throughout the community, but at a cost to the community character and potential health of residents where incompatible uses are allowed to coexist. The No Project Alternative would not result in programs or processes that could incentivize development in the Community Village Area, such as the ministerial review and streamlined permitting associated with the proposed Coastal Categorical Exclusion. Finally, this alternative would support a multi-modal transportation strategy, but again, not to the same high level as would the proposed CPU.

9.3 Reduced Project Alternative

Similar to the proposed CPU, the Reduced Project Alternative would also replace the existing adopted Community Plan, and would include the amendment to the LCP and LDC to replace the BLPDO with citywide zoning designations. The Reduced Project Alternative would implement the goals and policies for the 10 proposed CPU elements addressing Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; Historic Preservation; and Arts and Culture. The proposed CPU neighborhood areas, including the Community Village, Historic Core, Transition, Boston Avenue and Main Street Corridor, and Prime Industrial areas would be proposed as delineated in Figure 3-5.

The primary difference of this alternative with the proposed CPU would be that the overall development potential (i.e., residential densities and commercial/industrial square footages) would be reduced by 30 percent under the Reduced Project Alternative. This scale of reduction would likely result in fewer multi-family residential units, as well as less intense commercial and industrial development. All other aspects of the land use plan and zoning for Scenarios 1 or 2, including the Coastal Categorical Exclusion, would be retained.

Residential

The adopted plan allows a maximum build-out of 2,757 dwelling units. Under Scenarios 1 and 2, the total number of dwelling units that could be achieved is 3,807 and 3,233, respectively. A 30 percent reduction for the two scenarios would reduce future dwelling units by 1,142 dwelling units for a maximum total of 2,665 for Scenario 1, and by 970 units for a maximum total of 2,263 units for Scenario 2.

Specifically, in terms of the Community Village Area, under the proposed CPU for Scenarios 1 and 2, the total number of dwellings units that could be constructed is 2,004 dwelling units (both scenarios provide the same number of residential units in this area). To reduce either Scenario by 30 percent would reduce the total amount of dwelling units in the Community Village Area to 1,403 units, which would be below what is currently allowed in this same area. A reduction of this magnitude would not be consistent with the adopted General Plan, which anticipates a need for more housing consistent with the City of Villages Strategy and existing growth projections.

Commercial

The adopted plan allows a maximum build-out of 1,532,669 square feet of commercial uses. Under Scenarios 1 or 2, the total number of commercial square footage that could be achieved is 1,977,661 and 2,256,070, respectively. The increase in commercial uses under Scenario 2 is attributed to the maritime-oriented uses that would be allowed within and adjacent to the areas designated as the Transition Area. A 30 percent reduction to each scenario respectively would reduce future commercial square footage by 593,298, for a maximum total of 1,384,363 for Scenario 1, and by 676,821 or for a maximum total of 1,579,249 for Scenario 2. Therefore, a 30 percent reduction in commercial square footage for either Scenario 1 or Scenario 2 would not meet the proposed CPU objectives to accommodate future growth or increase employment opportunities, including growth opportunities for maritime-oriented commercial in close proximity to navy and Port District facilities, to the same degree.

Industrial

The adopted Community Plan allows a maximum build-out of 6,720,891 square feet of both light and heavy industrial uses. A portion of the industrially designated land is located in the Community Village and Historic Core areas, where an objective of the proposed CPU and this Reduced Project Alternative is to reduce the effects of collocation by providing a separation of uses and locating future heavy industrial uses south of 32nd Street. Under Scenario 2, the plan recommends locating maritime-oriented uses within the Transition Area. Under Scenarios 1 and 2, the total heavy industrial square footage that could be achieved is 3,431,056 square feet and 3,791,023 square feet, respectively. In Scenario 2, the maritime-oriented commercial land use would allow for light manufacturing uses that cater to marine industries. Therefore, a percentage of light manufacturing is apportioned to the maritime-oriented commercial land use and is calculated in the commercial square footage.

A 30 percent reduction in industrially designated land would reduce future industrial square footage by 1,029,397 square feet for a maximum total of 2,401,739 square feet for Scenario 1, and by 1,137,307 square feet for a maximum total of 2,653,716 square feet for Scenario 2. Therefore, a 30 percent reduction in industrial square footage would further reduce the amount land designated for industrial uses as compared to the proposed CPU for both Scenario 1 and 2.

9.3.1 Land Use

Implementation of the Reduced Project Alternative would be similar to the proposed CPU scenarios; all proposed discretionary actions identified for the proposed CPU would be requested for the Reduced Project Alternative, including a Coastal Categorical Exclusion and amendments to the LDC to replace the BLPDO with citywide zoning. The proposed land use plan for this alternative would include the five neighborhoods and provide for transition zones to better separate incompatible uses over time.

The proposed distribution of land use types for the Reduced Project Alternative would be similar to the proposed CPU; only the intensity and density of development would be reduced for each land use category. The total number of proposed residential units and total square footage of commercial and industrial uses would be reduced by approximately 30 percent. The Reduced Project Alternative would provide fewer dwelling units (2,665 dwelling units for Scenario 1, and 2,263 dwelling units for Scenario 2) than for either of the two proposed CPU scenarios and fewer units than regional growth projections indicate are necessary to provide housing for the increased population. Otherwise, the Reduced Project Alternative would include a Community Village Area (see Figure 3-5) consistent with City of Villages Strategy to direct new development projects into already urbanized areas where conditions allow the integration of housing, employment, civic, and transit uses. Fewer low- and moderate-

income residents would be accommodated within the Barrio Logan community, which is an area that is suitable for higher-density development, and needed in order to maximize use of public transit, employment opportunities, and support the newly developing shopping center in the Mercado Commercial District.

According to the Port District Master Plan, it is anticipated that the Port District industries will expand their operations over the next 20 years to meet future demand created by naval operations and the shipping industries in general. Based on the information contained in the Port District Master Plan, it is vitally important that areas designated in the proposed CPU for heavy industrial and commercial land uses be maximized in order to ensure the long term success of the shipyards and naval operations. The Reduced Project Alternative would limit the future capacity for commercial and industrial uses, specifically maritime-oriented businesses that are integral to the existing shipbuilding industries and naval operations located on the bay, and are best sited in close proximity to those uses. However, this reduction would not conflict with any applicable plans or policies.

As identified for the proposed CPU, the Reduced Project Alternative would result in similar impacts associated with noise sensitive uses as a result of the location and development of residential uses and parkland in areas of existing and projected noise levels in excess of City standards. This would result in conflicts with noise standards of the General Plan and noise ordinance.

In summary, similar to the proposed CPU, and for the reasons summarized above, impacts related to land use for the Reduced Project Alternative would be the same as those identified for the proposed CPU, and would be significant and unmitigable.

9.3.2 Transportation/Circulation/Parking

With a 30 percent reduction in residential units and commercial and industrial square footage, trip generation and parking demand would likely result in some reduction of impact, although parking would remain an issue, as current and projected parking demand is expected to exceed supply due to the lack of off-street parking for many existing residences and businesses. Although traffic conditions would remain significant, impacts to road segments and intersections would likely result in some reduction as compared to both scenarios for the proposed CPU since fewer residents and service vehicles would be traveling on local and regional roadways in the area. With implementation of some or all of the recommended roadway and freeway improvements discussed in Section 4.2 of this PEIR, including freeway improvements identified in SANDAG's adopted 2050 RTP, impacts could be reduced, but not to a level of less than significant.

As for the proposed CPU, the Reduced Project Alternative would include the goals and policies of the Mobility Element to help reduce conflicts from heavy truck traffic on neighborhood roadways. Further, selection of the Reduced Project Alternative would likely not affect existing efforts to implement the Port Freeway Access Program by the Port District, SANDAG, Caltrans, and the cities of San Diego and National City. One of the main goals of the program is to provide direct truck access to I-5 and SR-15, rather than having them travel through the neighborhood.

Several modes of alternative transportation make up the transportation network, including trolley, bus, bicycle routes, and pedestrian pathways. Currently, approximately 3.8 percent of travel within the project area is attributed to alternative transportation modes. Both proposed CPU scenarios propose a land use pattern that takes advantage of the existing and future transit network, resulting in a projected increase in use of transit. The Reduced Project Alternative would likely result in some reduction to the amount of residential and employment uses within walking distance of transit service and would therefore not be expected to provide the same level of increased transit ridership as for the proposed CPU. However, this alternative would also likely result in some reduction to existing traffic on local streets, thereby providing expected improvement at some intersections or street segments with regard to circulation congestion within the community. It can be assumed that the same or similar targeted improvements to streets, traffic signals, and restriping, combined with transportation systems management techniques and traffic calming measures, would be implemented as mitigation to increase street capacity, reduce congestion, reduce speeding, and improve neighborhood livability, but could not reasonably be expected to mitigate the impact to a level less than significant. As such, transportation/circulation/parking impacts under the Reduced Project Alternative would be similar to those anticipated under the proposed CPU for either scenario, and would be cumulatively significant and unmitigable.

9.3.3 Air Quality

Air quality impacts under the Reduced Project Alternative would likely be somewhat reduced as compared to both proposed CPU scenarios, but would still be significant. This alternative would accommodate fewer residential units and commercial and industrial development than anticipated by either of the proposed CPU land use plans. The Reduced Project Alternative would include changes to the land use densities, and thus would not be consistent with the growth assumptions used in development of the local air quality plans or the adopted General Plan upon which the RAQS and SIP were based. However, the Reduced Project Alternative would result in less residential, commercial, and industrial development when compared to the adopted Community Plan and both of the proposed CPU scenarios. Because there would be less development, the Reduced Project Alternative would also result in fewer emissions than the adopted Community Plan. Thus, the emissions under the Reduced Project

Alternative would already be accounted for in the RAQS and SIP. Therefore, the Reduced Project Alternative, would not conflict with the air quality plans, and impacts would be less than significant.

Impacts associated with both construction and operational emissions of criteria pollutants under the Reduced Project Alternative would be reduced when compared to those identified for the proposed CPU. Potential reduction in emissions would result from the development of fewer residential units and commercial and industrial development within the Community Plan area. However, despite the decrease in development, total future ROG, CO, NO_X, PM_{10}, and $PM_{2.5}$ emissions under the Reduced Project Alternative are anticipated to be greater than established thresholds for criteria pollutants and would result in a significant and unmitigable impact.

The total incremental cancer risk isopleths were overlain on the proposed CPU land uses for both scenarios. Because the Reduced Project Alternative would locate fewer residents and employees within the proposed CPU area, particularly in the northern portion, exposure to future residents and employees would be somewhat reduced as compared to exposures projected for the proposed CPU under both Scenario 1 and Scenario 2, but would still be considered significant and unmitigable.

9.3.4 Noise

Noise impacts under the Reduced Project Alternative would be somewhat reduced as compared to the proposed CPU due to construction of fewer residential units and less commercial and industrial square footage, and associated reductions in residential, commercial, and industrial generated traffic. Similar to the proposed CPU under both scenarios, development of the Reduced Project Alternative has the potential to result in significant noise impacts.

Under this alternative, noise associated with major roads, railways, and stationary (industrial and commercial) sources would continue to exist. Similar to the proposed CPU, future construction activities related to the existing plan would potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. Compliance with the City's standards and codes, along with other federal, state, and local regulations, is required of all projects.

The Noise Element of the proposed CPU provides goals and policies to ensure location of compatible land uses and includes noise abatement measures for existing and new uses to protect people living and working in the project area from an excessive noise environment. As such, implementation of the Reduced Project Alternative would include the same goals and policies presented in the proposed CPU Noise Element. Consequently, the Reduced Project Alternative would benefit from these policies, which

proactively address existing noise issues as the community continues to grow with infill, mixed-use, and transit-oriented development.

However, for both the Reduced Project Alternative and the proposed CPU, it is possible that for certain land uses, particularly existing and proposed sensitive receptors, adherence to the General Plan and City noise regulations may not adequately attenuate noise levels generated during build-out of the community. Therefore, the potential exists for exposure of noise-sensitive land uses to both exterior and interior future noise levels that exceed those established in the adopted General Plan or SDMC. Noise impacts under the Reduced Project Alternative would be similar to the proposed CPU under both scenarios (see Section 4.4 of this PEIR), and would be significant and unmitigable.

9.3.5 Cultural/Historical Resources

Impacts to historical resources under the Reduced Project Alternative would be similar to those identified for the proposed CPU under both scenarios. As detailed in Section 4.5 of this PEIR, the project area includes known historic and prehistoric resources (see Table 4.5-1). While both the Reduced Project Alternative and the proposed CPU (Scenario 1 and Scenario 2) do not specifically propose demolition or substantial alteration of a resource, or ground-disturbing activities such as grading or excavation, it can be assumed that future development has the potential to result in significant direct and/or indirect impacts to historical resources. As discussed for the proposed CPU, any potential impacts to significant cultural resources would be considered significant.

Similar to the proposed CPU, future development under the Reduced Project Alternative would be required to adhere to all applicable City, federal, state, and local regulations regarding the protection of historical resources, as described in Section 4.5. Where preservation of the historically significant components related to historic buildings and structures can be maintained through compliance with regulations and/or mitigation, impacts would be reduced to below a level of significance. However, if removal of a historically significant building, site, or a component thereof is necessary for future development, and photo recordation is implemented as mitigation, such impact would be considered significant after mitigation, and therefore determined to be significant and unmitigable.

With respect to the Coastal Categorical Exclusion, similar to the proposed CPU, future development projects under the Reduced Project Alternative would be ministerial, and therefore exempt under CEQA Guidelines Section 15300.1, requiring no further environmental review. As a result, as projects move forward, historically significant resources would not be identified and could be destroyed. Not only would an individual resource be destroyed as a result of the ministerial process, but given that the resource is part of a larger context, the effect would be cumulatively considerable. Impacts in the

Coastal Categorical Exclusion Area, for both the Reduced Project Alternative and the proposed CPU, would be directly and cumulatively significant and unmitigable.

With respect to archaeological resources, as for the proposed CPU, future development proposals implementing the Reduced Project Alternative would be required to incorporate feasible mitigation measures to address impacts to archaeological resources. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis, the program-level impact related to effects on archaeological resources remain significant and unmitigable. This is also true for future projects within the proposed Coastal Categorical Exclusion Area, where future projects would not be subject to discretionary review and approval, and mitigation measures would not be identified; impacts would be both directly and cumulatively significant and unmitigable.

9.3.6 Visual Effects and Neighborhood Character

Potential visual effects and impacts to neighborhood character under the Reduced Project Alternative would be similar to or somewhat reduced as compared to the proposed CPU. Fewer residential units and less commercial and industrial square footage would be allowed than for either of the proposed CPU scenarios. These reductions could result in an average reduction in building heights and footprints than would be expected for the proposed CPU, although any given parcel would be allowed to develop consistent with the applicable zoning which could result in some structures being developed at the maximum height allowed. Nevertheless, a 30 percent reduction in development could provide some additional open space, either within future development projects or on lands that are not developed with residential, commercial, or industrial uses.

Goals and policies included in the proposed CPU which specify design recommendations and guidelines intended to work in conjunction with the other elements of the Community Plan would be applied to create a pattern, scale, and character of development and public spaces that complement the existing built environment and build upon land use and mobility goals. Therefore, the Reduced Project Alternative would likely have a lower profile and potentially beneficial effect on visual effects compared to the proposed CPU (Scenario 1 and Scenario 2).

Similar to the proposed CPU for both Scenario 1 and Scenario 2, existing incompatible land uses would be grandfathered until such time as a redevelopment proposal is brought forward. Over time, land use incompatibilities would be expected to decrease as incompatible or underutilized properties redevelop with more compatible uses that would be expected to improve neighborhood character. Impacts related to visual effects and

neighborhood character would be similar to those identified for the proposed CPU, and would be less than significant.

9.3.7 Human Health/Public Safety/Hazardous Materials

Human health, public safety, and hazardous materials impacts under the Reduced Project Alternative would be similar to the proposed CPU. Although fewer residential units and commercial and industrial square footage would be constructed (likely housing fewer residents and employees), the proposed CPU area contains numerous properties of environmental concern. As summarized in Section 4.7 of this PEIR, for all projects, whether discretionary or ministerial, future project applicants would be required to obtain clearance from the County's DEH for the parcel and submit such documentation as part of the Building Permit application, thereby ensuring that no hazardous material impact would occur as a result of the proposed development of the site. Clearance may be provided by the County DEH when no hazardous materials are known, or expected to be present, or when remediation is required to be completed prior to site development. Only upon receipt of DEH clearance would projects be recommended for approval (discretionary) or approved (ministerial). Compliance with this requirement would ensure impacts would be less than significant.

The Reduced Project Alternative would also include policies and land use planning that would provide for buffer/transition zones to ensure better separation of incompatible uses. Similar to the proposed CPU, this alternative identifies transition zones that would only permit development of new uses that do not pose health risks to sensitive receptor land uses that are adjacent or proximate to the industrial zones. All of the proposed land uses within the Transition Area (see Figure 3-5) do not permit the inclusion of residential in future development and would establish a buffer east of Harbor Drive, between the Port District and Naval Station San Diego, and the existing and proposed residential uses.

The Reduced Project Alternative, similar to the proposed CPU, would not result in flooding impacts; seiche, tsunami, or mudflow inundation; expose persons to risk of aircraft operations; or interfere with an emergency evacuation plan. Future projects under the Reduced Project Alternative would be required to adhere to the updated Community Plan policies and LDC, as well as state and federal regulations, which would avoid or reduce the potential for impacts related to Human Health, Public Safety, and Hazardous Materials. Therefore, impacts would be less than significant for the Reduced Project Alternative, which is the same as those identified for the proposed CPU.

9.3.8 Hydrology/Water Quality/Drainage

Impacts to hydrology and water quality under the Reduced Project Alternative would be similar to, or possibly reduced, as compared to those identified for the proposed CPU since the overall development density would be reduced by 30 percent. This could result in reduced building footprints or other improvements, allowing the potential for the amount of undeveloped land to be increased. However, since the area is currently developed and highly urbanized, areas of open, undeveloped land are not expected to increase substantially, regardless of the scenario or alternative selected.

Hydrology/Drainage: Current drainage patterns within the Community Plan area would remain with the Reduced Project Alternative and would be less than significant.

Similar to the proposed CPU, future development under the Reduced Project Alternative would occur in areas that are fully developed and largely impervious due to existing structures, paving, and other improvements; therefore, the volume or rate of runoff to drainage basins, municipal storm water systems, or ultimately to receiving waters would not be expected to change significantly. In fact, all development in the City is subject to drainage regulations through the SDMC. As with the proposed CPU, new development proposed as part of the Reduced Project Alternative would be required to implement LID BMPs as discussed in the City's Storm Water Standards Manual. As new projects are brought forward, mandatory storm water regulations would be required to control or reduce the rate and volume of runoff from redeveloped sites, thereby resulting in a reduction in runoff and drainage impacts for smaller storm events over time as compared to the existing condition. Runoff for larger storms (25-, 50-, 100-, and 500-year storms) would be similar to the existing condition.

As discussed in Section 4.8, three watersheds are within or adjacent to the plan area. These include Switzer, Las Chollas and Paleta creeks. Consistent with the existing topography, these and the existing storm water conveyance system discharge into San Diego Bay. For future projects outside the proposed Coastal Categorical Exclusion Area, discretionary review would be completed on a project-by-project basis. In addition, all development proposals in the City are subject to SDMC drainage regulations. Treatment and capacity requirements to address larger storm events that exceed current capacity would be addressed at the time projects are proposed. Improvements, which could include upgrades to the existing conveyance system, would be identified to address deficiencies if needed. Implementation of storm water control measures would be expected to provide some benefits by filtering and reducing runoff volume from new development as compared to the existing condition.

Ongoing implementation consistent with the Reduced Project Alternative would not be expected to significantly increase the volume of direct runoff to drainage basins, municipal storm water systems, or ultimately to receiving surface and ground water

bodies or change the existing hydrology within the proposed CPU area. Because the community is largely built-out, new development is not likely to result in substantial changes to the existing drainage patterns, and areas currently subject to flooding could continue to experience such events. Improvements could be realized as affected or adjacent properties develop and flooding or storm water control measures are incorporated. Regardless, implementation would not result in significant changes to the existing hydrology or drainage as compared to the existing condition.

Water Quality: Runoff would likely continue to contain typical urban runoff pollutants such as sediment, pathogens, heavy metals, petroleum products, nutrients, and trash. However, the existing project area is highly urbanized, and future development that maintains or somewhat reduces the intensity of land use on existing disturbed or developed parcels would not be expected to significantly degrade water quality of receiving surface and ground water bodies. Furthermore, under either the Reduced Project Alternative or the proposed CPU scenarios, new development projects would be required to comply with existing water quality regulations and design requirements, resulting in improvements to water quality over time.

Currently, the area of Las Chollas Creek has been listed as an impaired water body under Section 303(d) of the Clean Water Act due to high levels of copper, lead, zinc, and other toxicity in the storm water collected. The Chollas Creek Enhancement Program was adopted by the City in May 2002, and involves an extensive outreach and education campaign as well as habitat restoration and water quality monitoring components aimed at reducing water pollution and improving riparian habitats within the Chollas Creek Watershed. As for the proposed CPU, adherence to the design guidelines established as part of the Enhancement Program and Chollas Watershed Comprehensive Load Reduction Plan would be expected to improve water quality of the creek over time under both the Reduced Project Alternative and the proposed CPU (Scenario 1 and Scenario 2).

While there are no designated beneficial uses of groundwater underlying the project area, future redevelopment, regardless of scenario, has the potential to improve groundwater quality through removal of potential sources of groundwater contamination, such as small chemical storage facilities and metal plating shops. Future development proposed in accordance with the Reduced Project Alternative or proposed CPU can be expected to decrease sources of pollution because new storm water regulations require implementation of storm water BMPs. Implementation of storm water BMPs would reduce the amount of pollutants transported from the project area to receiving waters.

Therefore, as for the proposed CPU, hydrology/water quality/drainage impacts under the Reduced Project Alternative would be less than significant. However, because the southern portion of the proposed CPU area is located partially within both the 100- and 500-year floodplains, future development in these flood-prone areas would require infrastructure or land development improvements. At this plan level, without project

details necessary to evaluate individual project impacts and required improvements, the proposed CPU would contribute to the cumulative hydrologic effects in the proposed CPU area. Therefore, as identified for the proposed CPU in Chapter 7, impacts would be cumulatively significant and unmitigable at this level of review for the No Project Alternative.

9.3.9 Population and Housing

As with the proposed CPU, the Reduced Project Alternative would not result in significant population and housing impacts.

As shown in Table 4.9-2, and further detailed in Section 4.9 and Appendix J, assuming an average of 3.81 persons per unit and 93.8 percent occupancy, the projected build-out population for Scenario 1 would be 13,534 (3,807 dwelling units), and for Scenario 2, 11,493 (3,233 dwelling units). Table 9-4 compares the proposed CPU Scenarios 1 and 2 with the Reduced Project Alternative in terms of the number of residential units and population that could be accommodated. The table shows that a 30 percent reduction in residential units would reduce the total number of dwelling units under Scenario 1 to 2,665 units, which would accommodate an estimated population of 9,474 residents. For Scenario 2, a 30 percent reduction in residential units would reduce the total number of units to 2,263, and would accommodate an estimated 8,045 residents.

TABLE 9-4
COMPARISON OF THE REDUCED PROJECT ALTERNATIVE
TO THE PROPOSED CPU AND NO PROJECT (ADOPTED PLAN) ALTERNATIVE

	Proposed CPU Scenario 1	Reduced Project: Scenario 1 30% Reduced	Proposed CPU Scenario 2	Reduced Project: Scenario 2 30% Reduced	Adopted Community Plan
Dwelling Units	3,807	2,665	3,233	2,263	2,757
Population	13,534	9,474	11,493	8,045	9,801

Similar to the proposed CPU under both Scenario 1 and Scenario 2, the Reduced Project Alternative would redesignate some existing single-family residential areas as Neighborhood Commercial (Residential Permitted), Neighborhood Commercial (Residential Prohibited), and Prime Industrial use in accordance with City policies, goals, and regulations, and would increase the number of multiple-family housing units, though not as much as for the proposed CPU. The Reduced Project Alternative would result in 1,142 to 970 fewer dwelling units at build-out, depending on which of the proposed CPU scenarios is chosen and would result in less development than the adopted Community Plan. Therefore, the Reduced Project Alternative would not accommodate projected

growth to the same degree as the project and would not provide the same intensity of development in a mixed-use village center, although residential uses would still be integrated with employment and commercial uses as for the proposed CPU. Thus, the population and economic prosperity goals and objectives of both the Strategic Framework of the General Plan and SANDAG's RCP would not be achieved to the same degree as for either of the proposed CPU scenarios. However, this result would not be a significant impact under CEQA.

The projected increase in the total number of multiple-family housing units would ensure that some of the projected population growth could be accommodated within the proposed CPU, although not to the same degree as the proposed CPU. Any displacement of residents from future development under the proposed CPU would be temporary in nature. Therefore, similar to the proposed CPU, impacts related to population growth and the potential displacement of residents would not be a significant impact under CEQA and would be less than significant.

9.3.10 Public Utilities

Reductions in the overall number of residential units and commercial and industrial square footage could reduce the capacity requirements for some existing public utilities in the area as compared to the proposed CPU, thereby requiring fewer or smaller-scale improvements, with the exception being the drainage/runoff network. Because the area is already developed with existing urban uses, impact to the existing drainage/runoff network would be similar to the proposed CPU (Scenario 1 and Scenario 2).

Under the Reduced Project Alternative, provision of public utilities would be similar to those required for the proposed CPU. As discussed in Section 4.10 of this PEIR, the project area is currently almost 100 percent developed, and there are public utilities in place to serve the community. Utility upgrades may be required as growth occurs. Currently, infrastructure improvements are financed through the collection of DIFs in accordance with an adopted PFFP. In some cases, where new development requires improvements that may not be planned and included in a CIP, additional project-specific mitigation may be identified for individual projects. Similar to the proposed CPU, impacts related to the Reduced Project Alternative would not be a significant impact under CEQA and would be less than significant.

9.3.10.1 Water

Similar to the proposed CPU, selection of the Reduced Project Alternative would result in less than significant impacts. Compared to Scenario 1 and Scenario 2, the Reduced Project Alternative would be expected to result in a slightly lower water demand, since fewer residential units and less commercial and industrial square footage would be constructed. Development pursuant to the Reduced Project Alternative would be

consistent with water demand assumptions and is therefore included in the regional water resource planning documents of the Water Authority and MWD. Water demand for Scenario 1 is projected at 2,220 AFY and 2,225 AFY for Scenario 2. Section 4.10 (Public Utilities) of this PEIR and Appendix G (Water Supply Assessment Report) provide additional discussion to demonstrate that impacts resulting from more intensive development than would occur with this alternative would not result in significant impacts. Therefore, impacts would remain less than significant.

9.3.10.2 Sewer

Sewer impacts would be similar, but somewhat reduced under the Reduced Project Alternative as compared to the proposed CPU under both Scenario 1 and Scenario 2. The existing sewer system is comprised of a 78-inch trunk sewer underneath Newton Avenue and a 36-inch to 48-inch sewer pipe underneath East Harbor Drive. Smaller sewer lines collect laterally from the two sewer mains. As discussed in Section 4.10.4, the need exists to upgrade or replace many pipelines, trunk sewers, and pump stations to meet the City's wastewater management needs in accordance with state and federal requirements (City of San Diego 2008d). These upgrades are administered by the City Water and MWWD. Sewer is handled on a project-by-project basis, and each future project is required to complete a sewer study based on equivalent dwelling units. In addition, sewer trunk lines are monitored in the field in order to determine the capacity. Given that the Engineering Division plans capital improvement projects several years prior to the systems reaching capacity, the Division expects that the sewer system would be able to accommodate future growth of the proposed CPU (City of San Diego 2008d). Since the Reduced Project Alternative would develop 30 percent fewer residential units and commercial and industrial square footage than the proposed CPU, impacts would be less than significant.

9.3.10.3 Solid Waste

Solid waste impacts would be reduced under the Reduced Project Alternative as compared to the proposed CPU under both Scenario 1 and Scenario 2. As shown in Table 4.10-3, the solid waste generation rates under build-out of the adopted Community Plan are estimated to be 19,062 tons annually, which is greater than both Scenario 1 and Scenario 2 estimates of 17,069 tons and 17,768 tons annually, respectively. Compared to the proposed CPU, the Reduced Project Alternative would result in development of fewer residential units and commercial and industrial square footage (see Section 9.3.1 above). Given that the land use plan would be similar to the proposed CPU (under each respective scenario), but with 30 percent less intensity and density, it can be estimated that the Reduced Project Alternative would result in lower solid waste generation rates.

Similar to the proposed CPU, projects under the Reduced Project Alternative would be required to comply with numerous City regulations, including the City's Recycling Ordinance (updated July 2012). In addition, a WMP would be required for any project which exceeds the City's threshold, which is currently 60 tons of waste generated except within the Coastal Categorical Exclusion Area, where projects would not be reviewed for this 60-ton threshold. In tandem with the WMP, all development projects under the Reduced Project Alternative would be subject to the City's Construction and Demolition Ordinance and Chapter 14, Article 2, Division 8 of the LDC, which outlines the requirements for refuse and recyclable materials storage. Solid waste impacts under the Reduced Project Alternative would be reduced as compared to either scenario of the proposed CPU, and similarly, would be less than significant.

9.3.10.4 Energy

Energy consumption would be somewhat reduced for the Reduced Project Alternative as compared to the proposed CPU (Scenario 1 and Scenario 2) due to the reduction in residential units and commercial and industrial square footage that would be developed, and a corresponding reduction in the number of vehicle trips.

SDG&E provides gas and electricity to the project area, and it is anticipated that there would be sufficient energy facilities to serve the existing population and businesses and anticipated new growth of the existing plan. Similar to the proposed CPU, future projects developed in accordance with the Reduced Project Alternative would be required to meet the mandatory energy standards of the current California energy code (Title 24).

Based upon the programmatic level of this analysis, it is not expected that the energy consumption from either the Reduced Project Alternative or the proposed CPU (Scenario 1 or Scenario 2) would reduce the available supply of energy resources below a level considered sufficient to meet the City's needs or cause a need for new and expanded facilities. The Reduced Project Alternative would result in fewer ADTs compared to either the proposed CPU scenarios. As such, it is anticipated that energy consumption under this alternative would be similar to or reduced in comparison.

The combination of planned sustainable building techniques and energy efficiency practices required of all projects would reduce overall energy use of the Reduced Project Alternative, as it would for each of the proposed CPU scenarios considered. Impacts related to energy would be somewhat reduced as compared to either of the proposed CPU scenarios, and similarly would be less than significant.

9.3.11 Public Services

The demand on public services resulting from the Reduced Project Alternative would remain the same or somewhat reduced as compared to the proposed CPU (Scenario 1 and Scenario 2). There would be no additional demand for police, fire, school, park, or library services beyond those identified in Section 4.11 of this PEIR.

9.3.11.1 Parks

Impacts to the provision of park services under the Reduced Project Alternative would be similar to the proposed CPU. Fewer residential units as well as less commercial and industrial square footage would reduce the total requirements for population-based parks to 26.5 acres (Reduced Project Alternative - Scenario 1) and 22.5 acres (Reduced Project Alternative - Scenario 2).

The proposed CPU outlines several policies specific to the proposed CPU relating to the expansion, preservation, and enhancement of parks, which would likewise be implemented under this alternative. During preparation of the proposed CPU, City staff identified opportunities for additional parkland recreation facilities within the proposed CPU area, which would be implemented under the Reduced Project Alternative as well, depending on land availability. In addition, park equivalencies were identified for the proposed CPU, which also would be applied under the No Project Alternative. Although the acreage requirement under the Reduced Project Alternative would be less than the proposed CPU, there would still be a need for parks to be constructed after the equivalencies are factored in (see Table 4.11-6).

Thus, potential physical impacts to the environment resulting from the construction of recreational facilities due to the deficit of parkland could occur; however, the locations of those future facilities is unknown at this time. Therefore, no significant impacts to the provision of parks would result.

9.3.11.2 Libraries

Impacts to the provision of library services would be similar or somewhat reduced for the Reduced Project Alternative as compared to the proposed CPU under either scenario. The nearest library to the Community Plan area is the Logan Heights Branch Library, which serves the residents of the project area. This library meets the service area goals for both the Reduced Project Alternative and proposed CPU, and there are no plans for new or expanded facilities. Therefore, as with the proposed CPU, no significant impacts to the provision of library services would result. Therefore, similar to the proposed CPU, no significant impacts to the provision of library services would result.

9.3.11.3 Schools

Impacts to the provision of school services would be somewhat reduced under the Reduced Project Alternative when compared to the proposed CPU. As discussed in Section 4.11, there is currently sufficient capacity to accommodate the existing student population (SDUSD 2010). The potential exists for an increase in students under Scenario 1 and Scenario 2 of the proposed CPU, which would increase enrollment to the point where existing school facilities would exceed capacity. Because build-out of the Reduced Project Alternative would result in fewer residents, it can be assumed that demand for school services would be somewhat decreased in comparison. However, when additional demand warrants, the provision of school facilities, supported by payment of school fees by new development, is the responsibility of the SDUSD. As discussed in Section 4.11.3, SB 50 states that statutory fees are the exclusive means of considering and mitigating school impacts. SB 50 limits the mitigation that may be required to the scope of the review of a project's impacts to schools, and the findings for school impacts. As such, payment of the statutory fee would mitigate impacts on school services as a result of both the Reduced Project Alternative and proposed CPU because of the provision that the statutory fees constitute full and complete mitigation. Therefore, impacts to the provision of school services under the Reduced Project Alternative would be similar to the proposed CPU under either scenario. Therefore, similar to the proposed CPU, no significant impacts to the provision of school services would result.

9.3.11.4 Fire/Police Protection

Impacts to the provision of fire/police protection services would be similar under the Reduced Project Alternative to the proposed CPU, which would include the adoption of a PFFP that would identify public facilities within the Community Plan area and funding necessary to maintain and improve to meet the needs of the population. The PFFP would be implemented and DIFs assessed for new projects under the Reduced Project Alternative. As such, impacts to the provision of fire/police protection services under the Reduced Project Alternative would be similar to the proposed CPU and, as discussed in Section 4.11, no significant impacts would result.

9.3.12 Geology/Soils

Impacts under the Reduced Project Alternative would be similar to those of the proposed CPU under either scenario. Implementation has the potential to result in significant impacts related to geology and soils. The Community Plan area contains geologic conditions, including fault zones, ground rupture, and potential for liquefaction, which could pose significant risks if the future project area is not properly designed and constructed (see Section 4.12 of this PEIR). However, potential impacts related to geology and soils would be avoided or reduced to less than significant through adherence to standard building code measures, including compliance with applicable

building codes (e.g., Title 24 and the UBC). Additionally, a comprehensive, site-specific soil and geologic evaluation would be required for all future projects to determine potential hazards and site conditions. Site-specific measures would be incorporated as recommended by the project engineer at the time specific plans are proposed.

Conformance to mandated City grading requirements would ensure that proposed grading and construction operations would avoid significant soil erosion impacts. Adherence to the requirements of the City's Storm Water Standards Manual during construction would also be expected to improve post-construction conditions related to erosion, as new development would be required to adhere to a higher standard of BMPs compared to existing design standards. Impacts would be less than significant. Therefore, erosion impacts associated with future development under the Reduced Project Alternative would be similar to the proposed CPU (Scenario 1 and Scenario 2).

9.3.13 Paleontological Resources

The proposed CPU and the Reduced Project Alternative both forecast development over approximately the same area, and implementation of each has the potential to result in significant impacts to paleontological resources on sites within the old paralic deposit. Because of its high sensitivity for paleontological resources, grading into this formation could potentially destroy fossil remains.

Impacts of the Reduced Project Alternative would be the same as for both scenarios of the proposed CPU. For projects subject to discretionary review, significant impacts to sensitive paleontological resources would be reduced to less than significant with implementation of mitigation measures as detailed in Section 4.13 of this PEIR. At the time individual development projects are proposed, for projects subject to discretionary review, potential impacts to paleontological resources would be reduced below a level of significance through project-specific mitigation during construction to ensure the recovery of any resources.

Similar to the proposed CPU, future ministerial projects not subject to further discretionary action (e.g., proposed projects consistent with the plan and zone), within the Coastal Categorical Exclusion Area would be allowed to develop without subsequent review provided they conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance. Consequently, because there is no mechanism to review and enforce mitigation for future projects proceeding ministerially within the Coastal Categorical Exclusion Area, impacts to paleontological resources would remain significant and unmitigable.

9.3.14 Biological Resources

Impacts to biological resources under the Reduced Project Alternative would be similar to those identified for the proposed CPU under either scenario. As discussed in Section 4.14, Biological Resources, future projects within the highly urbanized planning area would be subject to existing federal, state, and local regulations.

Any riparian vegetation or wetland habitat downstream of Las Chollas Creek or within San Diego Bay would have a potential to be adversely affected by potential surface runoff and sedimentation during the construction and operation of future development. Under the Reduced Project Alternative, BMPs for future specific development would be implemented in accordance with local and state water quality regulations that would reduce potential impacts to riparian vegetation and downstream wetland habitat below a level of significance.

The Reduced Project Alternative would be required to comply with the MSCP, which provides comprehensive long-term habitat conservation to address the needs of multiple species and the preservation of natural vegetation communities for lands within the city. As with the proposed CPU and other alternatives, all future projects developed in accordance with the Reduced Project Alternative would be required to adhere to regulations imposed by state and federal resource agencies which provide additional assurances that impacts to biological resources would not be significant. Because the proposed CPU area is composed primarily of urban, developed lands, and contains only limited natural habitat and no sensitive wildlife, plant species, or wetlands, impacts related to biological resources under the Reduced Project Alternative would be less than significant, similar the proposed CPU and as discussed in Section 4.14 of this PEIR.

9.3.15 Greenhouse Gases

GHG impacts would be reduced under the Reduced Project Alternative compared to those of the proposed CPU under either scenario due to the reduction in residential units as well as the reduction in square footage of commercial and industrial uses and associated operations. Nevertheless, impacts would remain significant and unmitigable.

As discussed in Section 4.15, transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions. As such, it can be assumed that vehicle emissions under the Reduced Project Alternative would decrease when compared to the proposed CPU, since fewer trips would be generated. As with the proposed CPU under either scenario, additional vehicle emissions reductions would also be expected over time due to regulations on auto and fuel manufacturers that would reduce vehicle emissions by 2020.

The Reduced Project Alternative would also be required to comply with the Title 24 California Building Code that contains increased energy and water efficiency

requirements that would reduce GHG emissions from those sources. Implementation of the Reduced Project Alternative would also benefit from the additional GHG-reducing features identified for the proposed CPU that exceed reductions mandated under existing codes and regulations. Similar to the proposed CPU, project-level GHG reduction design features would be available for projects developed under the Reduced Project Alternative that could reduce BAU GHG emissions to 28.3 percent or greater relative to BAU, which would meet the City's reduction goal consistent with AB 32. Although impacts remain cumulatively significant and unmitigable, implementation of a Reduced Project Alternative would result in reduced GHG emissions compared to the proposed CPU.

9.3.16 Summary of Reduced Project Alternative

As discussed above, the Reduced Project Alternative would not result in additional impacts beyond those previously disclosed for either Scenario 1 or Scenario 2 of the proposed CPU. Significant impacts to land use, transportation/circulation, air quality, noise, cultural resources, hydrology (cumulative impacts within the flood zone), and GHG emissions would be less with the reduction in overall density of development, but would remain significant and unmitigable. Consequently, even where implementation of the Reduced Project Alternative would substantially lessen an environmental effect as compared to the proposed CPU, the impact would remain significant. Significant and unmitigable impacts to cultural and paleontological resources within the Coastal Categorical Exclusion Area would be similar to the proposed CPU. Impacts to paleontological resources would be similar to the proposed CPU, and when located outside of the Coastal Categorical Exclusion Area would be less than significant with mitigation incorporated. Less than significant impacts associated with visual effects and neighborhood character; human health/public safety/hazardous materials; hydrology, water quality, and drainage; population and housing; public utilities (water, utilities, solid waste, energy); public services and facilities (parks and recreation, libraries, schools, and fire/ police protection); geology/soils; and biological resources would be similar to or reduced in comparison to the proposed CPU. However, if the supply of housing, commercial, and industrial space in Barrio Logan does not meet the market demand, additional building sites could be needed within or near Barrio Logan, and the long-term impact from increased traffic and associated air quality and noise impacts could still occur.

The Reduced Project Alternative would not meet all of the proposed CPU's objectives. Specifically, it would not achieve the level of density and intensity necessary to support the Community Village goals and objectives that are included in the City's General Plan that call for a residential density range of 30 to 74 dwelling units per acre; increasing housing supply in the Community Village Area and Historic Core Area to ensure that the areas can support transit amenities, affordable housing, and commercial and retail businesses; and maintain sufficient capacity for future maritime-oriented businesses in

order to meet the current and future needs of the maritime-oriented ship building businesses and the City's economy..

9.4 No Coastal Categorical Exclusion Alternative

The proposed CPU includes a proposal for a Coastal Categorical Exclusion for future projects within the proposed Coastal Categorical Exclusion Area. For the proposed CPU, future projects within the proposed Coastal Categorical Exclusion Area that are found to be consistent with the certified LCP for Barrio Logan and the implementing regulations of the LDC, and that require no other discretionary permit or variance, would be subject to a ministerial approval process, which would be exempt under the CEQA Guidelines Section 15300.1, and no further environmental review would be required. This designation is intended to incentivize development within the area by streamlining the process for development of underutilized or incompatible land uses, reducing processing times and costs incurred.

The No Coastal Categorical Exclusion Alternative would eliminate the proposed Coastal Categorical Exclusion Area and approval process from the Community Plan and the proposed LDC amendment which removes the requirement for a CDP. By removing this component, future projects would not be allowed to receive ministerial approval for development within the proposed Coastal Categorical Exclusion Area, and the review process would not be streamlined. All projects in the prescribed area would be subject to future discretionary review and separate coastal development permitting and hearing requirements as defined in the Coastal Act.

Because this alternative would implement the land use and zoning proposed for Scenario 1 or Scenario 2 under the proposed CPU, the significant and unmitigable impacts would be the same as impacts for the proposed CPU discussed in Chapter 4 of this PEIR with the following exception: significant, unmitigable impacts associated with cultural and paleontological resources could be avoided or reduced. With respect to paleontological resources, mitigation would reduce impacts to below a level of significance with implementation of measures as outlined in Section 4.13.

Significant impacts to land use, transportation/circulation, air quality, noise, cultural resources, paleontological resources, hydrology (cumulative flood zone), and GHG emissions would remain significant and unmitigable. Less than significant impacts associated with visual effects and neighborhood character; human health/public safety/hazardous materials; hydrology, water quality and drainage; population and housing; public utilities (water, utilities, solid waste, energy); public services and facilities (parks and recreation, libraries, schools, and fire/police protection); geology/soils; and biological resources would be the same as for the proposed CPU.

9.5 Environmentally Superior Alternative

CEQA Guidelines Section 15126.6(e)(2) requires that an EIR identify the "environmentally superior" alternative based on the evaluation of the Plan and its alternatives. Pursuant to the CEQA Guidelines Section 15126.6 (e)(2), if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project. As the above analysis demonstrates, the No Project Alternative is not the environmentally superior alternative.

The Reduced Project Alternative is identified as the Environmentally Superior Alternative, as it would reduce the proposed CPU's impacts to the greatest extent by reducing population and square footage of development. This in turn would result in some reductions to significant impacts related to traffic, thereby resulting in a reduction in impacts to some community intersections, road segments, and parking supply. Reductions in overall density would also likely reduce construction-related impacts. With the expected reduction in intensity of development and in trips, associated reductions in noise, air quality, and GHG emissions could also result.

Although the Reduced Project Alternative could reduce the above mentioned impacts and attain some of the proposed CPU's objectives, it would fail to meet other project objectives to the same extent as either of the proposed CPU scenarios. For example, the proposed CPU anticipates the need for densities of from 30-74 dwelling units per acre in close proximity to transit. The proposed CPU also anticipates that a portion of these units would include affordable housing. A 30 percent reduction in development intensity could result in an overall reduction in housing units and floor area which could fall below what is needed to support increased transit use. The Reduced Project Alternative would reduce housing and square footage of development for each of the land use categories, thus potentially reducing the number of affordable multi-family residential units available to meet future demand. Opportunities for commercial and maritime-oriented development and related economic benefits would also be reduced.

In summary, selection of the Reduced Project Alternative would be expected to result in some reduction to impacts, both direct and cumulative, with respect to transportation/circulation/parking, air quality (from construction and operational emissions), noise, and GHG emissions, though all of these would remain significant and unmitigable. Significant impacts to cultural and paleontological resources, land use, and hydrology/drainage would not be reduced under the Reduced Project Alternative, and those impacts related to cultural resources, land use, and hydrology/drainage (cumulatively) would remain significant and umitigable, similar to the proposed CPU scenarios. The Reduced Project Alternative would result in less than significant impacts to visual effects and neighborhood character, human health/public safety/hazardous materials, hydrology/water quality, population and housing, public utilities, public

services, geology/soils, and biological resources. Therefore, comparatively, for the reasons presented above, the Reduced Project Alternative would be the Environmentally Superior Alternative under CEQA.

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10.0 Mitigation Monitoring and Reporting Program

Section 21081.6 of the CEQA Guidelines requires that a mitigation, monitoring, and reporting program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The proposed CPU is described in this PEIR. The PEIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City. The issues addressed in the PEIR include land use; transportation/circulation/parking; air quality; noise; cultural/historical resources; visual effects and neighborhood character; human health/public safety/hazardous materials; hydrology, water quality, and drainage; population and housing; public utilities; public services; geology and soils; paleontological resources; biological resources; and GHG emissions.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for land use, transportation/circulation/parking, air quality, noise, cultural resources, hydrology/drainage, paleontological resources, and GHG emissions.

The environmental analysis identified mitigation measures where it was determined to be feasible for the following issues: transportation/circulation/parking, cultural resources, and paleontological resources; however, impacts would not be fully reduced. Mitigation was determined to be infeasible for the following issues: land use, air quality, noise, and GHG emissions. No feasible mitigation is available at the community plan-level to reduce impacts resulting from implementation, although application of proposed CPU policies are intended to reduce the use of fossil-fueled vehicles and consumption of energy.

The mitigation monitoring and reporting program for the proposed CPU is under the jurisdiction of the City and other agencies as specified in the table below. The mitigation monitoring and reporting program for the proposed project addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the project.

Summary of Project Impacts and Mitigation Measures

The following tables summarize the potentially significant impacts under Scenario 1 and Scenario 2, and also list the associated mitigation measures and the monitoring efforts necessary to ensure that the measures are properly implemented. All the mitigation measures identified in the EIR are stated herein.

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
LAND USE			
The proposed CPU would result in significant land use impacts due to exposure of sensitive land uses to noise.	New development would be required to comply with the SDMC Sections 59.5.0404 and 59.5.0101 et seq., policies of the proposed CPU and General Plan, and other applicable noise regulations. This would reduce noise impacts; however mitigation was determined to be infeasible at the programmatic level.	Mitigation will be implemented on a project by project basis.	City of San Diego
TRANSPORTATION/CIRCULATION/PARKING			
Circulation Network			
Scenario 1 of the proposed CPU would result in cumulatively significant impacts to intersections, roadway segments, and freeway segments.			
Intersections			
National Avenue and 16th Street	**TRF-1:** Install traffic signal.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and Sigsbee Street	**TRF-2:** Install traffic signal.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections (continued)			
Logan Avenue and Beardsley Street/ I-5 southbound off-ramp	**TRF-3:** Install traffic signal (requires Caltrans approval).	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
National Avenue and Beardsley Street	**TRF-4:** Install traffic signal.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and Beardsley Street	**TRF-5:** Modify raised median along Harbor Drive and restrict the eastbound left-turn movements and southbound left-turn movements	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Logan Avenue and Cesar E. Chavez Parkway	**TRF-6:** Add exclusive eastbound right-turn lane. Add northbound overlap phase. (requires Caltrans approval)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections (continued)			
National Avenue and Cesar E. Chavez Parkway	**TRF-7:** Add exclusive eastbound and westbound right-turn lanes. This improvement is recommended to mitigate a potential queuing impact.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Main Street and Cesar E. Chavez Parkway	**TRF-8:** Add exclusive westbound right-turn lane. This improvement is recommended to mitigate a potential queuing impact.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and Cesar E. Chavez Parkway	**TRF-9a:** Add second eastbound left-turn lane, a southbound right-turn overlap phase and a northbound exclusive right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Logan Avenue and Sampson Street	**TRF-10:** Install traffic signal. Add northbound and southbound left-turn lanes.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Main Street and 26th Street	**TRF-11:** Eliminate northbound through movement. This improvement is not needed based on a delay impact. It is part of a truck route improvement.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections (continued)			
Harbor Drive and Schley Street	**TRF-12:** Eliminate southbound left/through movement. Add southbound right-turn overlap phase.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
National Avenue and 28th Street	**TRF-13:** Add exclusive southbound right-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Boston Avenue and 28th Street	**TRF-14a:** Add southbound through lane and remove exclusive northbound right-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and 28th Street	**TRF-15:** Add second eastbound and southbound left-turn lanes.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Intersections (continued)			
Boston Avenue and I-5 southbound on-ramp	**TRF-16:** Install traffic signal (requires Caltrans approval)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
32nd Street and Wabash Boulevard	**TRF-17:** Construct a direct connector from Harbor Drive to Wabash Boulevard (under study by Caltrans)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and 32nd Street	**TRF-18:** Construct a direct connector from Harbor Drive to Wabash Street (under study by Caltrans)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
I-5 SB off-ramp and 28th Street	**TRF-19:** Install traffic signal (improvement requires Caltrans approval)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Roadway Segments			
Cesar E. Chavez Parkway between Logan Avenue and National Avenue	**TRF-20:** • Reclassify as a three-lane Urban Major facility between Logan Avenue and Main Street (2 northbound and 1 southbound). • Reclassify as a three-lane major arterial between Main Street and Harbor Drive (2 northbound, 1 southbound, and 1 auxiliary southbound lane). • Install a raised median between Harbor Drive and Logan Avenue. The roadway segment will have two lanes in the northbound direction and one lane in the southbound direction. • Allow on-street parking between Logan Avenue and Main Street. • Install a southbound right-turn auxiliary lane between Main Street and Harbor Drive. • The entire roadway segment shall be considered for "sharrow" bicycle marking treatment and will be considered a class III bicycle facility.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Cesar E. Chavez Parkway between National Avenue and Newton Avenue			
Cesar E. Chavez Parkway between Newton Avenue and Main Street			

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Roadway Segments (continued)			
28th Street between I-5 and Boston Avenue	**TRF-21:** Reconfigure as a four-lane major arterial with a five-foot raised median. The new configuration would allow for two-lanes in each direction and an auxiliary lane in the southbound direction.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
National Avenue between Cesar E. Chavez Parkway and Evans Street	**TRF-22:** Reclassify as a two-lane collector with a two-way left-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
National Avenue between Sicard Street and 27th Street	**TRF-23:** Reclassify as a two-lane collector with a two-way left-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Main Street between Evans Street and 26th Street	**TRF-24:** Reclassify as a two-lane collector with a two-way left-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Freeway Segments			
I-5 from J Street to SR-75 Junction	• Signalization of the intersection of Logan Avenue and Beardsley Street/ I-5 southbound off-ramp • Traffic signal modification at the intersection of Logan Avenue and Cesar E. Chavez Parkway (SR-75 on-ramp) • Signalization of the intersection of Boston Avenue and I-5 southbound on-ramp-29th Street • Roadway improvements along 28th Street to accommodate an additional southbound lane, including the potential for widening the I-5 overcrossing	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
I-5 from SR-75 Junction to 28th Street	• Signalization of the intersection of 28th Street and I-5 southbound off-ramp • Changes to the roadway striping along Main Street between 28th Street and 29th Street to facilitate freeway access to the I-5 southbound on-ramp at Boston Avenue		
I-5 from 28th Street to SR-15 Interchange	• Installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound SR-15 (under study by the Port District and Caltrans) • Construction of the Vesta Street Overcrossing at Harbor Drive (under study by the Navy)		
I-5 from SR-15 Interchange to Division Street	• Coordination of City and Navy related to the closure of the east leg of the 32nd Street and Norman Street-Wabash Boulevard intersection (recently completed on a trial basis by the Navy)		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Freeway Segments (continued)			
SR-15 from I-5 Interchange to Ocean View Boulevard	• Grade separation of the trolley tracks at the 28th Street / Harbor Drive and 32nd Street/ Harbor Drive intersections (to be completed by SANDAG and part of the 2050 RTP)		
Parking Supply Scenario 1 would result in significant impacts to parking due to implementation of proposed CPU improvements, because the projected demand may continue to exceed supply.	**TRF-25:** Prior to the construction of proposed CPU intersection improvements at the intersections of Cesar E. Chavez Parkway and Logan Avenue, Cesar E. Chavez Parkway and National Avenue, and Cesar E. Chavez Parkway and Main Street, the City would coordinate with MTS and others (such as the Navy, Port, and Caltrans) to reduce impacts to on-street parking at these locations. Actions may include relocation of planned MTS bus stops or other measures that achieve replacement of parking lost due to planned improvements.	Prior to the construction of proposed CPU intersection improvements at the intersections of Cesar E. Chavez Parkway and Logan Avenue, Cesar E. Chavez Parkway and National Avenue, and Cesar E. Chavez Parkway and Main Street.	City of San Diego
	TRF-26: Prior to the removal of parking along 28th Street to accommodate roadway segment improvements, the City shall evaluate for and consider installing additional diagonal parking along Boston Avenue between 28th Street and 29th Street or at alternative locations in the vicinity to replace the loss of parking along 28th Street.	Prior to the removal of parking along 28th Street to accommodate roadway segment improvements.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Freeway Segments (continued)			
	TRF-27: Prior to the removal of existing surface parking along Main Street and Harbor Drive, the City shall coordinate with the Port District and Naval Station San Diego to develop a parking management plan. The intent of the parking management plan would be to demonstrate that sufficient parking is provided to meet the needs of employees working in those jurisdictions and to reduce the parking demand on public streets within the proposed CPU area.	Prior to the removal of existing surface parking along Main Street and Harbor Drive	City of San Diego
NOISE			
The proposed CPU would result in significant impacts due to exposure of sensitive land uses to noise.	New development would be required to comply with the SDMC Sections 59.5.0404 and 59.5.0101 et seq., policies of the proposed CPU and General Plan, and other applicable noise regulations. This would reduce noise impacts; however mitigation was determined to be infeasible at the programmatic level.	Mitigation will be implemented on a project by project basis.	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
CULTURAL RESOURCES			
Prehistoric/Historic Resources The proposed CPU area includes known historic and prehistoric resources. Implementation of Scenario 1 would facilitate future development that has the potential to significantly impact these resources.	For future projects under either Scenario 1 subject to discretionary review, historical resource evaluations would be required when new resources are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are relocated during a survey, and when previously recorded sites are not relocated during the survey and there is a likelihood that the resource still exists. Evaluations would not be required if the resource has been evaluated for CEQA significance or for NRHP eligibility within the last five years if there has been no change in the conditions which contributed to the determination of significance or eligibility. A property should be reevaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources. Once it has been determined that a historical resource is present and could be impacted as a result of project implementation, recommendations for mitigation consistent with the Guidelines must be adopted. Included herein are mitigation guidelines that are currently applied to projects subject to discretionary approval that could result in impacts to historical resources.	For future projects not within the Coastal Categorical Exclusion Area, mitigation would occur: *Historic Buildings/Structures* Prior to issuance of any permit for a future development project that would directly or indirectly affect a building/structure in excess of 45 years of age. *Archaeological Resources* Prior to issuance of any permit for a future development project within the proposed CPU, under Scenario 1, that could directly affect an archaeological resource	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	a. Mitigation Guidelines for Historic Buildings and Structures Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 1, that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines. Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	Depending upon project impacts, measures can include, but are not limited to: a. Preparing a historic resource management plan; b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; For resources that have been determined eligible or have been designated under federal, state, or local criteria, and the potential exists for direct and/or indirect impacts associated with a future project proposing building alteration, demolition, restoration, or relocation, specific mitigation measures would be required at the project level for future projects.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	b. Mitigation Guidelines for Archaeological Resources Prior to issuance of any permit for a future development project within the proposed CPU, under Scenario 1, that could directly affect an archaeological resource; the City shall require 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, but are not limited to, 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. **INITIAL DETERMINATION:** The City's environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City's Historical Resources Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	STEP 1: Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, architectural, and historical site inventory files; and conducting informant interviews.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	The results of the background information would be included in the evaluation report. Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case by case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable. **STEP 2:** Once a historic resource has been identified, a significance determination must be made. Tribal representatives and/or Native American monitors must be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	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. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. 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. **STEP 3**: Preferred mitigation for historic resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a RDDRP is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and 21084.1 is required.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation. A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	STEP 4: Historic resource reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation. Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	STEP 5: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36CFR79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
PALEONTOLOGICAL RESOURCES			
Paleontological Resources Implementation of future development under Scenario 1 for the proposed CPU has the potential to result in significant impacts to paleontological resources on sites within the Old Paralic Deposits geological formation. Because of its high sensitivity for paleontological resources, grading into this formation could potentially destroy fossil remains.	Under this scenario, for discretionary projects located outside the Coastal Categorical Exclusion Area and those projects within the Categorical Exclusion area that don't conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance, compliance with the mitigation detailed below related to paleontological resources would reduce those impacts to below a level of significance. All future discretionary projects which propose grading of 1,000 cubic yards or more and which would extend 10 feet or greater within areas of Old Paralic Deposit (high sensitivity), or projects proposing shallow grading where formations are exposed and where fossil localities have already been identified, shall be required to follow the procedures outlined below as a condition of approval.	For future projects not within the Coastal Categorical Exclusion Area, mitigation would occur: Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable	City of San Diego

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	I. Prior to Permit Issuance A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC 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 MMC for any personnel changes associated with the monitoring program.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	II. Prior to Start of Construction A. Verification of Records Search 1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. 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. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	2. 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 MMC 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). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC 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.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	III. During Construction A. Monitor Shall be Present During Grading/Excavation/Trenching. 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 MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Hazard Administration safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities 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. 3. The monitor shall document field activity via the 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 MMC.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	c. If the 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 MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC 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. **IV. Night and/or Weekend Work** A. If night and/or weekend work is included in the contract 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. 2. The following procedures shall be followed. 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 MMC via fax by 8 a.m. on the next business day. b. Discoveries: All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	c. If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. **V. Post Construction** A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines, which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.		

TABLE 10-1
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 1
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	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. C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
LAND USE			
The proposed CPU would result in significant land use impacts due to exposure of sensitive land uses to noise.	New development would be required to comply with the SDMC Sections 59.5.0404 and 59.5.0101 et seq., policies of the proposed CPU and General Plan, and other applicable noise regulations. This would reduce noise impacts, however mitigation was determined to be infeasible at the programmatic level.	Mitigation will be implemented on a project by project basis.	City of San Diego
TRANSPORTATION/CIRCULATION/PARKING			
Circulation Network: Scenario 2 of the proposed CPU would result in cumulatively significant impacts to intersections, roadway segments, and freeway segments.			
Intersections			
National Avenue and 16th Street	**TRF-1:** Install traffic signal.		City of San Diego
Harbor Drive and Sigsbee Street	**TRF-2:** Install traffic signal.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Logan Avenue and Beardsley Street/ I-5 southbound off-ramp	**TRF-3:** Install traffic signal (requires Caltrans approval).	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections (continued)			
National Avenue and Beardsley Street	**TRF-4:** Install traffic signal.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and Beardsley Street	**TRF-5:** Modify raised median along Harbor Drive and restrict the eastbound left-turn movements and southbound left-turn movements	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Logan Avenue and Cesar E. Chavez Parkway	**TRF-6:** Add exclusive eastbound right-turn lane. Add northbound overlap phase. (requires Caltrans approval)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
National Avenue and Cesar E. Chavez Parkway	**TRF-7:** Add exclusive eastbound and westbound right-turn lanes. This improvement is recommended to mitigate a potential queuing impact.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections (continued)			
Main Street and Cesar E. Chavez Parkway	**TRF-8:** Add exclusive westbound right-turn lane. This improvement is recommended to mitigate a potential queuing impact.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and Cesar E. Chavez Parkway	**TRF-9b:** Add second eastbound left-turn lane. Add a southbound right-turn overlap phase. Add exclusive westbound right-turn lane. Add exclusive northbound right-turn lane. In addition, extend the westbound left-turn pocket (to be done by Caltrans).	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Logan Avenue and Sampson Street	**TRF-10:** Install traffic signal. Add northbound and southbound left-turn lanes.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.
Main Street and 26th Street	**TRF-11:** Eliminate northbound through movement. This improvement is not needed based on a delay impact. It is part of a truck route improvement.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

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MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections (continued)			
Harbor Drive and Schley Street	**TRF-12:** Eliminate southbound left/through movement. Add southbound right-turn overlap phase.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
National Avenue and 28th Street	**TRF-13:** Add exclusive southbound right-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Boston Avenue and 28th Street	**TRF-14b:** Add southbound through lane and remove exclusive northbound right-turn lane (part of 28th Street improvements). Add exclusive eastbound right-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and 28th Street	**TRF-15:** Add second eastbound and southbound left-turn lanes.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Boston Avenue and I-5 southbound on-ramp	**TRF-16:** Install traffic signal (requires Caltrans approval)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Intersections (continued)			
32nd Street and Wabash Boulevard	**TRF-17:** Construct a direct connector from Harbor Drive to Wabash Boulevard (under study by Caltrans)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Harbor Drive and 32nd Street	**TRF-18:** Construct a direct connector from Harbor Drive to Wabash Street (under study by Caltrans)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
I-5 SB off-ramp and 28th Street	**TRF-19:** Install traffic signal (improvement requires Caltrans approval)	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Roadway Segments			
Cesar E. Chavez Parkway between Logan Avenue and National Avenue	**TRF-20:** • Reclassify as a three-lane Urban Major facility between Logan Avenue and Main Street (2 northbound and 1 southbound). • Reclassify as a three-lane major arterial between Main Street and Harbor Drive (2 northbound, 1 southbound, and 1 auxiliary southbound lane). • Install a raised median between Harbor Drive and Logan Avenue. The roadway segment will have two lanes in the northbound direction and one lane in the southbound direction. • Allow on-street parking between Logan Avenue and Main Street. • Install a southbound right-turn auxiliary lane between Main Street and Harbor Drive. • The entire roadway segment shall be considered for "sharrow" bicycle marking treatment and will be considered a class III bicycle facility.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Cesar E. Chavez Parkway between National Avenue and Newton Avenue			
Cesar E. Chavez Parkway between Newton Avenue and Main Street			
28th Street between I-5 and Boston Avenue	**TRF-21:** Reconfigure as a four-lane major arterial with a five-foot raised median. The new configuration would allow for two-lanes in each direction and an auxiliary lane in the southbound direction.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Roadway Segments (continued)			
National Avenue between Cesar E. Chavez Parkway and Evans Street	**TRF-22:** Reclassify as a two-lane collector with a two-way left-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
National Avenue between Sicard Street and 27th Street	**TRF-23:** Reclassify as a two-lane collector with a two-way left-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
Main Street between Evans Street and 26th Street	**TRF-24:** Reclassify as a two-lane collector with a two-way left-turn lane.	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Freeway Segments			
I-5 from J Street to SR-75 Junction	• Signalization of the intersection of Logan Avenue and Beardsley Street/ I-5 southbound off-ramp • Traffic signal modification at the intersection of Logan Avenue and Cesar E. Chavez Parkway (SR-75 on-ramp) • Signalization of the intersection of Boston Avenue and I-5 southbound on-ramp- 29th Street • Roadway improvements along 28th Street to accommodate an additional southbound lane, including the potential for widening the I-5 overcrossing	Impacts remain potentially significant and unmitigable; Community Plan build-out will occur over the planning horizon for the proposed CPU, and traffic improvements (mitigation) will be prioritized and implemented based upon need and ability to secure full funding.	City of San Diego
I-5 from SR-75 Junction to 28th Street	• Signalization of the intersection of 28th Street and I-5 southbound off-ramp • Changes to the roadway striping along Main Street between 28th Street and 29th Street to facilitate freeway access to the I-5 southbound on-ramp at Boston Avenue		
I-5 from 28th Street to SR-15 Interchange	• Installation of a unidirectional connector ramp from eastbound Harbor Drive to northbound SR-15 (under study by the Port District and Caltrans) • Construction of the Vesta Street Overcrossing at Harbor Drive (under study by the Navy)		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
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(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Freeway Segments (continued)			
I-5 from SR-15 Interchange to Division Street SR-15 from I-5 Interchange to Ocean View Boulevard	• Coordination of City and Navy related to the closure of the east leg of the 32nd Street and Norman Street-Wabash Boulevard intersection (recently completed on a trial basis by the Navy) • Grade separation of the trolley tracks at the 28th Street / Harbor Drive and 32nd Street/ Harbor Drive intersections (to be completed by SANDAG and part of the 2050 RTP)		
Parking Supply			
Scenario 2 would result in significant impacts to parking due to implementation of proposed CPU improvements, because the projected demand may continue to exceed supply.	**TRF-25:** Prior to the construction of proposed CPU intersection improvements at the intersections of Cesar E. Chavez Parkway and Logan Avenue, Cesar E. Chavez Parkway and National Avenue, and Cesar E. Chavez Parkway and Main Street, the City would coordinate with MTS and others (such as the Navy, Port, and Caltrans) to reduce impacts to on-street parking at these locations. Actions may include relocation of planned MTS bus stops or other measures that achieve replacement of parking lost due to planned improvements.	Prior to the construction of proposed CPU intersection improvements at the intersections of Cesar E. Chavez Parkway and Logan Avenue, Cesar E. Chavez Parkway and National Avenue, and Cesar E. Chavez Parkway and Main Street.	City of San Diego
	TRF-26: Prior to the removal of parking along 28th Street to accommodate roadway segment improvements, the City shall evaluate for and consider installing additional diagonal parking along Boston Avenue between 28th Street and 29th Street or at alternative locations in the vicinity to replace the loss of parking along 28th Street.	Prior to the removal of parking along 28th Street to accommodate roadway segment improvements.	City of San Diego

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
	TRF-27 Prior to the removal of existing surface parking along Main Street and Harbor Drive, the City shall coordinate with the Port District and Naval Station San Diego to develop a parking management plan. The intent of the parking management plan would be to demonstrate that sufficient parking is provided to meet the needs of employees working in those jurisdictions and to reduce the parking demand on public streets within the proposed CPU area.	Prior to the removal of existing surface parking along Main Street and Harbor Drive	City of San Diego
NOISE			
The proposed CPU would result in significant land use impacts due to exposure of sensitive land uses to noise.	New development would be required to comply with the SDMC Sections 59.5.0404 and 59.5.0101 et seq., policies of the proposed CPU and General Plan, and other applicable noise regulations. This would reduce noise impacts; however mitigation was determined to be infeasible at the programmatic level.	Mitigation will be implemented on a project by project basis.	City of San Diego

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
CULTURAL RESOURCES			
Prehistoric/Historic Resources The proposed CPU area includes known historic and prehistoric resources. Implementation of Scenario 2 would facilitate future development that has the potential to significantly impact these resources.	For future projects under either Scenario 2 subject to discretionary review, historical resource evaluations would be required when new resources are identified as a result of a survey, when previously recorded resources that have not been previously evaluated are relocated during a survey, and when previously recorded sites are not relocated during the survey and there is a likelihood that the resource still exists. Evaluations would not be required if the resource has been evaluated for CEQA significance or for NRHP eligibility within the last five years if there has been no change in the conditions which contributed to the determination of significance or eligibility. A property should be reevaluated if its condition or setting has either improved or deteriorated, if new information is available, or if the resource is becoming increasingly rare due to the loss of other similar resources. Once it has been determined that a historical resource is present and could be impacted as a result of project implementation, recommendations for mitigation consistent with the Guidelines must be adopted. Included herein are mitigation guidelines that are currently applied to projects subject to discretionary approval that could result in impacts to historical resources.	For future projects not within the Coastal Categorical Exclusion Area, mitigation would occur: *Historic Buildings/Structures* Prior to issuance of any permit for a future development project that would directly or indirectly affect a building/structure in excess of 45 years of age. *Archaeological Resources* Prior to issuance of any permit for a future development project within the proposed CPU, under Scenario 2, that could directly affect an archaeological resource	City of San Diego

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(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	a. Mitigation Guidelines for Historic Buildings and Structures Prior to issuance of any permit for a future development project within the proposed CPU, under either Scenario 2, that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources would be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines. Preferred mitigation for historic buildings or structures is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken.		

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	Depending upon project impacts, measures can include, but are not limited to: a. Preparing a historic resource management plan; b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric); c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation; d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; For resources that have been determined eligible or have been designated under federal, state, or local criteria, and the potential exists for direct and/or indirect impacts associated with a future project proposing building alteration, demolition, restoration, or relocation, specific mitigation measures would be required at the project level for future projects.		

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	b. Mitigation Guidelines for Archaeological Resources Prior to issuance of any permit for a future development project within the proposed CPU, under Scenario 2, that could directly affect an archaeological resource; the City shall require 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, but are not limited to, 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. **INITIAL DETERMINATION:** The City's environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City's Historical Resources Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.		

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	STEP 1: Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission (NAHC) must also be conducted at this time. Information about existing archaeological collections shall also be obtained from the San Diego Archaeological Center and any tribal repositories or museums. In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archeological research in similar areas, models that predict site distribution, and archeological, architectural, and historical site inventory files; and conducting informant interviews.		

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(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	The results of the background information would be included in the evaluation report. Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case by case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historic resources are identified, then an evaluation of significance must be performed by a qualified archaeologist or historian, as applicable. **STEP 2:** Once a historic resource has been identified, a significance determination must be made. Tribal representatives and/or Native American monitors must be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process.		

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(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines and in accordance with the provisions outlined in Section 15064.5 of the State CEQA Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document.		

TABLE 10-2
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(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	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. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate DPR site forms and inclusion of results in the survey and/or assessment report. 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. **STEP 3**: Preferred mitigation for historic resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a RDDRP is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. If the archaeological site is an historical resource, then the limits on mitigation provided under Section 21083.2 shall not apply, and treatment in accordance with Guidelines Section 15162.4 and 21084.1 is required.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring shall be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation. A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the MMRP included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.		

TABLE 10-2
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	STEP 4: Historic resource reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation. Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.		

TABLE 10-2
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	STEP 5: For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., AB 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.		

TABLE 10-2
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Prehistoric/Historic Resources (continued)			
	Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36CFR79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.		

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
PALEONTOLOGICAL RESOURCES			
Paleontological Resources Implementation of future development under Scenario 2 for the proposed CPU has the potential to result in significant impacts to paleontological resources on sites within the Old Paralic Deposits geological formation. Because of its high sensitivity for paleontological resources, grading into this formation could potentially destroy fossil remains.	Under this scenario, for discretionary projects located outside the Coastal Categorical Exclusion Area and those projects within the Categorical Exclusion area that don't conform to all base zone requirements and don't require a Neighborhood Use Permit, Conditional Use Permit, Site Development Permit, Planned Development Permit, or Variance, compliance with the mitigation detailed below related to paleontological resources would reduce those impacts to below a level of significance. All future discretionary projects which propose grading of 1,000 cubic yards or more and which would extend 10 feet or greater within areas of Old Paralic Deposit (high sensitivity), or projects proposing shallow grading where formations are exposed and where fossil localities have already been identified, shall be required to follow the procedures outlined below as a condition of approval.	For future projects not within the Coastal Categorical Exclusion Area, mitigation would occur: Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable	City of San Diego

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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	I. Prior to Permit Issuance A. Entitlements Plan Check 1. Prior to issuance of any construction permits, including, but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the ADD Environmental designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to ADD 1. The applicant shall submit a letter of verification to MMC identifying the PI for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City Paleontology Guidelines. 2. MMC 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 MMC for any personnel changes associated with the monitoring program.		

TABLE 10-2
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Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	II. Prior to Start of Construction A. Verification of Records Search 1. The PI shall provide verification to MMC that a site specific records search has been completed. Verification includes, but is not limited to, a copy of a confirmation letter from San Diego Natural History Museum, other institution, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, CM and/or Grading Contractor, RE, BI, if appropriate, and MMC. 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. a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.		

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MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	2. 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 MMC 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). 3. When Monitoring Will Occur a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur. b. The PI may submit a detailed letter to MMC 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.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	III. During Construction A. Monitor Shall be Present During Grading/Excavation/Trenching. 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 MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances Occupational Safety and Hazard Administration safety requirements may necessitate modification of the PME. 2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities 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. 3. The monitor shall document field activity via the 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 MMC.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 3. The PI shall immediately notify MMC by phone of the discovery, and shall also submit written documentation to MMC within 24 hours by fax or e-mail with photos of the resource in context, if possible. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI. b. If the resource is significant, the PI shall submit a Paleontological Recovery Program and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	c. If the 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 MMC unless a significant resource is encountered. d. The PI shall submit a letter to MMC 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. **IV. Night and/or Weekend Work** A. If night and/or weekend work is included in the contract 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. 2. The following procedures shall be followed. 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 MMC via fax by 8 a.m. on the next business day. b. Discoveries: All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	c. If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact MMC, or by 8 a.m. on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE or BI, as appropriate, shall notify MMC immediately. C. All other procedures described above shall apply, as appropriate. **V. Post Construction** A. Preparation and Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines, which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. MMC shall return the Draft Monitoring Report to the PI for revision or preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to MMC for approval. 4. MMC shall provide written verification to the PI of the approved report. 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.		

TABLE 10-2
MITIGATION MONITORING AND REPORTING PROGRAM
SCENARIO 2
(CONTINUED)

Potential Significant Impact	Mitigation Measures	Timeframe of Mitigation	Monitoring, Enforcement, and Reporting Responsibility
Paleontological Resources (continued)			
	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. C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC. D. Final Monitoring Report(s) 1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative) within 90 days after notification from MMC that the draft report has been approved. 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC, which includes the Acceptance Verification from the curation institution.		

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12.0 EIR Preparation

The following professional staff participated in the preparation of this EIR:

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13.0 Individuals and Agencies Consulted

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San Diego Unified School District

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14.0 Certification

This document has been completed by the City's Environmental Analysis Section under the direction of the Development Services Department Deputy Director and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103.

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