

EXECUTIVE SUMMARY

1.1 INTRODUCTION

This summary provides a brief synopsis of: (1) the proposed Plans and Ordinance, (2) the results of the environmental analysis contained within the Environmental Impact Report (EIR), (3) the alternatives to the proposed Plans and Ordinance that were considered, and (4) the major areas of controversy and issues to be resolved by decision-makers. By necessity, 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.

1.2 DESCRIPTION AND LOCATION

The subject of this Environmental Impact Report (EIR) is a proposal to modify the Redevelopment Plan, Community Plan and Planned District Ordinance which govern development of downtown San Diego. The downtown area covers approximately 1,455 acres. The area is generally bounded by Laurel Street and Interstate (I-) 5 on the north; I-5, Commercial Street, 16th Street, Sigsbee Street, Newton Avenue, Harbor Drive, and the extension of Beardsley Street on the east; and San Diego Bay on the south and west.

The proposed Downtown Community Plan would establish the overall vision for downtown and outline policies to attain this vision. The Downtown Community Plan would also serve as the basis for detailed zoning and development standards as well as a variety of other actions, such as open space acquisitions and transportation improvements.

Under the proposed Downtown Community Plan, downtown, at buildout, would consist of an integrated and connected network of distinct neighborhoods and districts. These include Civic/Core, Columbia, Convention Center, Cortez, East Village, Gaslamp Quarter/Horton Plaza, Little Italy, and Marina. Each would contain a mixed-use center and a park. Several of downtown's neighborhoods, including Little Italy, Marina, and the Core, are established and not expected to change significantly as a result of the proposed Downtown Community Plan. Other areas, particularly East Village, would undergo major transformations to accommodate increasing residential and commercial activity.

The proposed Downtown Community Plan would depart from the existing 1992 Centre City Community Plan by further increasing intensity and density of land uses and increasing resident and employment populations. In addition, the proposed Plan would provide more park space, orient downtown's neighborhoods around mixed-use centers, and connect neighborhoods through Boulevards, Green Streets, and freeway lids.

The Centre City Redevelopment Plan would be amended for consistency with the Downtown Community Plan.

The Centre City Planned District Ordinance would be amended to implement the proposed Community Plan.

1.3 ENVIRONMENTAL EFFECTS

The EIR contains an environmental analysis of the potential impacts associated with implementing the proposed Plans and Ordinance. The major issues that are addressed in this EIR were determined to be potentially significant based on review by the Centre City Development Corporation (CCDC) and comment received on the Notice of Preparation. The issues include land use and planning, transportation/access/parking, cultural resources, public services and facilities, geology and seismicity, aesthetics/visual quality, noise, air quality, hydrology/water quality, hazardous materials, population/housing, paleontological resources and energy.

Tables 1.3-1 summarize the potentially significant environmental impacts and proposed mitigation measures by major issue, as analyzed in Chapters 5.0 and 6.0 of this EIR. The last column of this table indicates whether the impact would be reduced to below a level of significance after implementation of proposed mitigation measures. In some cases, it is concluded that the impact would remain significant despite the existence of mitigation measures. This conclusion is frequently made because of the programmatic nature of the mitigation and/or uncertainty over whether the mitigation measure would actually be carried out to the fullest extent possible. This is particularly true for roadway improvements because of funding questions and potential incompatibility with pedestrian access.

Table 1.3-2 summarizes the key goals and policies from the proposed Community Plan which are identified in Chapters 5.0 and 6.0 as reducing the potential impacts associated with various major issues. These goals and policies will be considered during the Secondary Study prepared for subsequent development.

Table 1.3-3 summarizes the potential environmental impacts that are not considered significant, which consist of biological, mineral, and agricultural resources as analyzed in Chapter 8.0 (Effects Found not to be Significant) of this EIR.

1.4 ALTERNATIVES

The focus of the alternatives analysis is on the No Project Alternative, which would involve implementation of the existing Community Plan. Based on the nature of the impacts identified in Chapters 5.0 and 6.0 of this EIR, no modifications to the proposed plans and policies were identified that would substantially lessen the environmental impacts. ~~The Alternatives Considered But Rejected discussion in Section 10.2, discusses three interim concepts for the Community Plan which were developed prior to selection of the proposed Community Plan. As discussed in this section, none of these initial scenarios were considered superior to the proposed Community Plan and none would have substantially reduced environmental impacts. Three preliminary concepts for downtown development~~

were evaluated before selecting the proposed plan. However, these concepts would not substantially reduce environmental impacts and, thus, are not considered as CEQA alternatives.

Under the No Project Alternative, development within downtown would occur pursuant to the Centre City Community Plan that was originally adopted in 1992 including related Planned District Ordinances. While implementation of the 1992 Plan would achieve the same general objectives as the proposed Community Plan, the 1992 Plan would have several notable differences. First, it would result in an overall reduced intensity of development. The 1992 Plan would result in up to 30,700 residential units with a population of 48,000 people in comparison with the 53,100 residential units and population of 89,100 under the proposed plan. The office development would be 20,700,000 square feet in comparison with 29,821,000 with the proposed plan. The retail intensity would be 4,300,000 rather than 6,070,000 square feet. Employment under the 1992 Plan would be 117,000 as opposed to 167,700 jobs.

As illustrated in Table 1.4-1, development under the No Project Alternative would have very similar impacts as development under the proposed Plans and Ordinance. In four areas (air quality, noise, traffic and visual quality), the impact of the 1992 Plan was determined to have potentially less impact on the environment due largely to a reduced number of automobile trips.

1.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

In accordance with the requirements of Section 15123 (b) (2 and 3) of the California Environmental Quality Act (CEQA) Guidelines, this section identifies the potential areas of controversy as well any issues which will likely need to be resolved by decision-makers in relationship to the environmental effects of the proposed Plans and Ordinance.

In the course of public meetings concerning the proposed Plans and Ordinance, local citizens and organizations have expressed concern regarding the following major environmental issues.

1.5.1 LAND USE

Concern has been expressed by surrounding neighborhoods (Barrio Logan, in particular) regarding potential land use compatibility issues related to air quality, noise, and community character. As discussed in Chapters 5.1, 5.6 and 5.7 of the EIR, no significant impacts on surrounding neighborhoods are anticipated with respect to air, noise or community character. Although surrounding neighborhoods may be affected by existing operations such as the Tenth Avenue Marine Terminal, the proposed Community Plan would not encourage new uses which may create substantial compatibility issues, and would not directly change any of the existing activities of concern.

1.5.2 TRAFFIC AND PARKING

Surrounding neighborhoods have expressed a concern that traffic and parking may increase in their neighborhoods due to the increased development potential under the proposed Community Plan. As

discussed in Chapter 5.2, traffic volumes on surrounding areas are anticipated to increase but only in one case would the increase be significant. Forecasting potential effects on neighborhood parking is more difficult due to the uncertainty related to the amount of the demand unmet by parking requirements that would be met by private and public parking facilities. In response to this, periodic reviews of parking conditions in surrounding neighborhoods are proposed to allow proactive response to any problems which may develop.

1.5.3 PUBLIC SERVICES

The ability of downtown police and fire facilities to meet the anticipated demand of development under the proposed Community Plan has been raised. However, as discussed in Chapter 5.4, this issue is considered outside the scope of CEQA. In accordance with Sections 15126.2(a) and 15382 of the CEQA Guidelines, impacts related to public services are evaluated in light of whether the impact would result in a physical change in the environment. For instance, the need to add staff or equipment to meet a future need would only be considered a significant environmental impact if it would precipitate the need to construct a new facility which could result in a physical change in the environment. If the additional staff and equipment can be housed within existing buildings, no physical change would result and no environmental impact would occur. Where additional facilities may be required but the location or extent of such a facility is unknown, Section 15145 of the CEQA Guidelines states that potential impacts need not be specifically addressed in an EIR if the assumptions needed to analyze potential effects are considered too speculative.

1.5.4 HOUSING

The issue of the effect of the proposed Plans and Ordinance on housing has been raised with respect to the effect of development upon the existing affordable housing stock downtown and the potential for new affordable housing. In a related issue, concern has been expressed over the effect of downtown development on existing affordable housing in surrounding neighborhoods if downtown development increases the property values in surrounding; thereby increasing the cost of housing and rent. These concerns fall into the general category of socio-economic considerations and are not required to be addressed in an EIR. Section 15131(a) of the CEQA Guidelines indicates that “economic or social effects of a project shall not be treated as significant effects on the environment.” As with public services, affordable housing issues would only be addressed if they result in a physical change in the environment. The physical effects of construction of new housing is considered in the EIR. There are no issues related to affordability that would translate into unique physical changes in the environment.

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
AIR QUALITY (AQ)		
<p>Impact AQ-B.1: Dust and construction equipment engine emissions generated during grading and demolition would impact local and regional air quality. (Direct and Cumulative)</p>	<p><i>Mitigation Measure AQ-B.1-1:</i> Prior to approval of a Grading or Demolition Permit, the City shall confirm that the following conditions have been applied, as appropriate:</p> <ol style="list-style-type: none"> 1. Exposed soil areas shall be watered twice per day. On windy days or when fugitive dust can be observed leaving the development site, additional applications of water shall be applied as necessary to prevent visible dust plumes from leaving the development site. When wind velocities are forecast to exceed 25 miles per hour, all ground disturbing activities shall be halted until winds that are forecast to abate below this threshold. 2. Dust suppression techniques shall be implemented including, but not limited to, the following: <ol style="list-style-type: none"> a. Portions of the construction site to remain inactive longer than a period of three months shall be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the CCDC. b. On-site access points shall be paved as soon as feasible or watered periodically or otherwise stabilized. c. Material transported offsite shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. d. The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times. 3. Vehicles on the construction site shall travel at speeds less than 15 miles per hour. 4. Material stockpiles subject to wind erosion during construction activities, which will not be utilized within three days, shall be covered with plastic, an alternative cover deemed equivalent to plastic, or sprayed with a nontoxic chemical stabilizer. 5. Where vehicles leave the construction site and enter adjacent public streets, the streets shall be swept daily or washed down at the end of the work day to remove soil tracked onto the paved 	<p>Not Significant (Direct) Significant (Cumulative)</p>

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	<p>surface. Any visible track-out extending for more than fifty (50) feet from the access point shall be swept or washed within thirty (30) minutes of deposition.</p> <ol style="list-style-type: none"> 6. All diesel-powered vehicles and equipment shall be properly operated and maintained. 7. All diesel-powered vehicles and gasoline-powered equipment shall be turned off when not in use for more than five minutes, as required by state law. 8. The construction contractor shall utilize electric or natural gas-powered equipment in lieu of gasoline or diesel-powered engines, where feasible. 9. As much as possible, the construction contractor shall time the construction activities so as not to interfere with peak hour traffic. In order to minimize obstruction of through traffic lanes adjacent to the site, a flag-person shall be retained to maintain safety adjacent to existing roadways, if necessary. 10. The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew. 11. Low VOC coatings shall be used as required by SDAPCD Rule 67. Spray equipment with high transfer efficiency, such as the high volume-low pressure (HPLV) spray method, or manual coatings application such as paint brush hand roller, trowel, spatula, dauber, rag, or sponge, shall be used to reduce VOC emissions, where feasible. 12. If construction equipment powered by alternative fuel sources (LPG/CNG) is available at comparable cost, the developer shall specify that such equipment be used during all construction activities on the development site. 13. The developer shall require the use of particulate filters on diesel construction equipment if use of such filters is demonstrated to be cost-competitive for use on this development. 14. During demolition activities, safety measures as required by City/County/State for removal of toxic or hazardous materials shall be utilized. 	

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	<p>15. Rubble piles shall be maintained in a damp state to minimize dust generation.</p> <p>16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent feasible.</p> <p>17. If alternative-fueled and/or particulate filter-equipped construction equipment is not feasible, construction equipment shall use the newest, least-polluting equipment, whenever possible.</p>	
<p>Impact AQ-C.1: Emissions from automobile and truck trips generated by future development of downtown would impact regional air quality. (Cumulative)</p>	<p>Federal, state and local regulations as well as implementation of goals and policies of the proposed Plans and Ordinances would reduce mobile source emissions but not below a level of significance.</p>	<p>Significant (Cumulative)</p>
HISTORICAL RESOURCES (HIST)		
<p>Impact HIST-A.1: Future development in downtown could impact significant historic structures. (Direct and Cumulative)</p>	<p><u>Mitigation Measure HIST-A.1-1: For historic resources which are 45 years of age or older and which have not been evaluated for local, state and federal historic significance, CCDC shall consult with HRB to determine whether the resources is significant pursuant to CEQA.</u></p> <p><u>For resources that have been formally determined to be significant under federal, state or local criteria, the following actions shall be carried out under direction of CCDC in consultation with HRB, as appropriate.</u></p> <ul style="list-style-type: none"> • <u>National Register-Listed/Eligible, California Register-Listed/Eligible Resources: Resources listed on or formally determined eligible for the National Register or California Register and structures identified as contributing structures within a National or California Register District, shall be retained onsite and any improvements, renovation, rehabilitation and/or adaptive reuse of the property shall ensure its preservation according to the Secretary of the Interior’s Standards for Rehabilitation of Historic Buildings and Guidelines for Rehabilitation of Historic Buildings.</u> • <u>San Diego Register-Listed Resources: Any development that proposes to remove or significantly alter one of these historical resources shall comply with Chapter 14, Article 3, Division 2 of the San Diego Municipal Code which regulates Historical Resources.</u> 	<p>Significant (Direct and Cumulative)</p>

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IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
<p>Note: The original text for Mitigation Measure HIST-A.1-1 that was included in the DEIR has been replaced by the above text. The original deleted language appears in Section 5.3.4 of this FEIR.</p>		
<p><u><i>Mitigation Measure HIST-A.1-2: If the potential exists for direct and/or indirect impacts to retained or relocated designated historical resources, the following measures shall be implemented.</i></u></p> <p><u>I. Prior to Permit Issuance</u></p> <p><u>A. Construction Plan Check</u></p> <p>1. <u>Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the Centre City Development Corporation (CCDC) shall verify that the requirements for historical monitoring during demolition and/or stabilization have been noted on the appropriate construction documents.</u></p> <p>(a) <u>Stabilization work can not begin until a Precon Meeting has been held at least one week prior to issuance of appropriate permits.</u></p> <p>(b) <u>Physical description, including the year and type of structure, and extent of stabilization shall be noted on the plans.</u></p> <p><u>B. Submittal of Treatment Plan for Retained Historic Resources</u></p> <p>1. <u>Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the Applicant shall submit a Treatment Plan to CCDC for review and approval that includes measures for protecting any historic buildings and/or building components during construction related activities (e.g. removal of non-historic features, demolition of adjacent structures, subsurface structural support, etc.). The Treatment Plan shall be shown as notes on all construction documents (i.e. Grading and/or Building Plans).</u></p> <p><u>C. Letters of Qualification have been submitted to CCDC</u></p> <p>1. <u>The applicant shall submit a letter of verification to CCDC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the historical monitoring program (i.e., Architectural Historian, Historic Architect and/or Historian), as</u></p>		

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	<p style="text-align: center;"><u>defined in the City of San Diego Historical Resources Guidelines (HRG).</u></p> <ol style="list-style-type: none"> 2. <u>CCDC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the historical monitoring of the project.</u> 3. <u>Prior to the start of work, the applicant must obtain approval from CCDC for any personnel changes associated with the monitoring program.</u> <p><u>II. Prior to Start of Construction</u></p> <p><u>A. Documentation Program (DP)</u></p> <ol style="list-style-type: none"> 1. <u>Prior to the first Precon Meeting and/or issuance of any construction permit, the DP shall be submitted to CCDC for review and approval and shall include the following:</u> <ol style="list-style-type: none"> (a) <u>Photo Documentation</u> <ol style="list-style-type: none"> (1) <u>Documentation shall include professional quality photo documentation of the structure prior to demolition with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, decorative hardware. Photographs shall be of archival quality and easily reproducible.</u> (2) <u>Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego Historical Resources Board and the CCDC Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s).</u> (b) <u>Required drawings</u> <ol style="list-style-type: none"> (1) <u>Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blue-line drawings are acceptable).</u> 	

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	<p><u>Standard drawing sizes are 19" x 24" or 24" x 36", standard scale is 1/4" = 1 foot.</u></p> <p><u>(2) One set of measured drawings shall be submitted for archival storage with the City of San Diego Historical Resources Board, the CCDC Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</u></p> <p><u>2. Prior to the first Precon Meeting, CCDC shall verify that the DP has been approved.</u></p> <p><u>B. PI Shall Attend Precon Meetings</u></p> <p><u>1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and CCDC. The qualified Historian and/or Architectural Historian shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Historical Monitoring program with the Construction Manager and/or Grading Contractor.</u></p> <p><u>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with CCDC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</u></p> <p><u>2. Historical Monitoring Plan (HMP)</u></p> <p><u>(a) Prior to the start of any work that requires monitoring, the PI shall submit a Historical Monitoring Plan which describes how the monitoring would be accomplished for approval by CCDC. The HMP shall include an Historical Monitoring Exhibit (HME) based on the appropriate construction documents (reduced to 11x17) to CCDC identifying the areas to be monitored including the delineation of grading/excavation limits.</u></p> <p><u>(b) Prior to the start of any work, the PI shall also submit a construction schedule to CCDC through the RE indicating when and where monitoring will occur.</u></p> <p><u>(c) The PI may submit a detailed letter to CCDC prior to the start of work or during construction requesting a modification to the monitoring program. This request</u></p>	

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	<p style="text-align: center;"><u>shall be based on relevant information such as review of final construction documents which indicate site conditions such as underpinning, shoring and/or extensive excavation which could result in impacts to, and/or reduce impacts to the on-site or adjacent historic resource.</u></p> <p><u>C. Implementation of Approved Treatment Plan for Historic Resources</u></p> <ol style="list-style-type: none"> <u>1. Implementation of the approved Treatment Plan for the protection of Historic Resources within the project site may not begin prior to the completion of the Documentation Program as defined above.</u> <u>2. The Historian and/or Architectural Historian shall attend weekly jobsite meetings and be on-site daily during the stabilization phase for any retained or adjacent historic resource to photo document the Treatment Plan process.</u> <u>3. The Historian and/or Architectural Historian shall document activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day and last day (Notification of Monitoring Completion) of the Treatment Plan process and in the case of ANY unanticipated incidents. The RE shall forward copies to CCDC.</u> <u>4. Prior to the start of any construction related activities, the applicant shall provide verification to CCDC that all historic resources on-site have been adequately stabilized in accordance with the approved Treatment Plan. This may include a site visit with CCDC, the CM, RE or BI, but may also be accomplished through submittal of the draft Treatment Plan photo documentation report.</u> <u>5. CCDC will provide written verification to the RE or BI after the site visit or upon approval of draft Treatment Plan report indicating that construction related activities can proceed.</u> <p><u>D. Verification of approval of a Historical Commemorative Program (HCP), if applicable</u></p> <ol style="list-style-type: none"> <u>1. The applicant shall submit documentation to CCDC for concurrent review and approval by HRB for a site-specific HCP, if mitigation for impacts to a designated resource is based on association with an important person, event or community history and the building would not be retained on-site.</u> <u>2. CCDC shall provide a letter to the applicant approving or denying the proposal prior to the first preconstruction meeting and/or issuance of any construction permit. However,</u> 	

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	<p><u>should CCDC grant conditional approval of the proposal, construction may be allowed to proceed, but the Certificate of Occupancy may not be issued until the historical commemorative program is approved.</u></p> <p>3. <u>Prior to the issuance of any Certificate of Occupancy, the applicant shall provide verification to CCDC that the HCP has been implemented in accordance with the approved program. This may include a site visit with CCDC, the CM, RE or BI, but may also be accomplished through submittal of photo documentation or appropriate reporting program.</u></p> <p>4. <u>CCDC will provide written verification to the RE or BI after the site visit indicating that the Certificate of Occupancy can issued.</u></p> <p><u>III. During Construction</u></p> <p><u>A. Monitor Shall be Present During Grading/Excavation/Trenching</u></p> <p>1. <u>The monitor shall be present full-time during grading/excavation/trenching activities which could result in impacts to historical resources as identified on the HME. The Construction Manager is responsible for notifying the RE, PI, and CCDC of changes to any construction activities.</u></p> <p>2. <u>The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY incidents involving the historical resource. The RE shall forward copies to CCDC.</u></p> <p>3. <u>The PI may submit a detailed letter to CCDC during construction requesting a modification to the monitoring program when a field condition arises which could effect the historical resource being retained on-site or adjacent to the construction site.</u></p> <p><u>B. Notification Process</u></p> <p>1. <u>In the event of damage to a historical resource retained on-site or adjacent to the project site, the Historical Monitor shall direct the contractor to temporarily divert construction activities in the area of historical resource and immediately notify the RE or BI, as appropriate, and the PI (unless Monitor is the PI).</u></p> <p>2. <u>The PI shall immediately notify CCDC by phone of the incident, and shall also submit</u></p>	

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	<p style="text-align: center;"><u>written documentation to CCDC within 24 hours by fax or email with photos of the resource in context, if possible.</u></p> <p><u>C. Determination/Evaluation of Impacts to a Historical Resource</u></p> <p><u>1. The PI shall evaluate the incident relative to the historical resource.</u></p> <p><u>(a) The PI shall immediately notify CCDC by phone to discuss the incident and shall also submit a letter to CCDC indicating whether additional mitigation is required.</u></p> <p><u>(b) If impacts to the historical resource are significant, the PI shall submit a proposal for mitigation and obtain written approval from CCDC. Direct and/or indirect impacts to historical resources from construction activities must be mitigated before work will be allowed to resume.</u></p> <p><u>(c) If impacts to the historical resource are not considered significant, the PI shall submit a letter to CCDC indicating that the incident will be documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.</u></p> <p><u>IV. Night Work</u></p> <p><u>A. If night work is included in the contract</u></p> <p><u>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</u></p> <p><u>2. The following procedures shall be followed.</u></p> <p><u>(a) No Impacts/Incidents</u></p> <p><u>In the event that no historical resources were impacted during night work, the PI shall record the information on the CSV and submit to CCDC via fax by 9 am the following morning, if possible.</u></p> <p><u>(b) Potentially Significant Impacts</u></p> <p><u>If the PI determines that a potentially significant impact has occurred to a historical resource, the procedures detailed under Section III - During Construction shall be followed.</u></p> <p><u>(c) The PI shall immediately contact CCDC, or by 8 am the following morning to report and discuss the findings as indicated in Section III-B, unless other specific</u></p>	

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	<p style="text-align: center;"><u>arrangements have been made.</u></p> <p><u>B. If night work becomes necessary during the course of construction</u></p> <ol style="list-style-type: none"> <u>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</u> <u>2. The RE, or BI, as appropriate, shall notify CCDC immediately.</u> <p><u>C. All other procedures described above shall apply, as appropriate.</u></p> <p><u>V. Post Construction</u></p> <p><u>A. Submittal of Draft Monitoring Report</u></p> <ol style="list-style-type: none"> <u>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Historical Monitoring Program (with appropriate graphics) to CCDC for review and approval within 90 days following the completion of monitoring.</u> <ol style="list-style-type: none"> <u>(a) The preconstruction Treatment Plan and Documentation Plan (photos and measured drawings) and Historical Commemorative Program, if applicable, shall be included and/or incorporated into the Draft Monitoring Report.</u> <u>(b) The PI shall be responsible for updating (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any existing site forms to document the partial and/or complete demolition of the resource. Updated forms shall be submitted to the South Coastal Information Center with the Final Monitoring Report.</u> <u>2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</u> <u>3. The PI shall submit revised Draft Monitoring Report to CCDC for approval.</u> <u>4. CCDC shall provide written verification to the PI of the approved report.</u> <u>5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</u> <p><u>B. Final Monitoring Report(s)</u></p> <ol style="list-style-type: none"> <u>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to CCDC (even if negative), within 90 days after notification</u> 	

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	<p style="text-align: center;"><u>from CCDC that the draft report has been approved.</u></p> <p style="text-align: center;"><u>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from CCDC.</u></p> <p>Note: The original text for Mitigation Measure HIST-A.1-2 that was included in the DEIR has been replaced by the above text. The original deleted language appears in Section 5.3.4 of this FEIR.</p>	
	<p><i>Mitigation Measure HIST-A.1-3:</i> If a Designated Local Register historical resource would be demolished, the following measure shall be implemented.</p> <p><u>I. Prior to Issuance of a Demolition Permit</u></p> <p style="padding-left: 20px;"><u>A. A Documentation Program (DP) shall be submitted to CCDC for review and approval and shall include the following:</u></p> <p style="padding-left: 40px;"><u>1. Photo Documentation</u></p> <p style="padding-left: 60px;"><u>(a) Documentation shall include professional quality photo documentation of the structure prior to demolition with 35mm black and white photographs, 4x6 standard format, taken of all four elevations and close-ups of select architectural elements, such as, but not limited to, roof/wall junctions, window treatments, decorative hardware. Photographs shall be of archival quality and easily reproducible.</u></p> <p style="padding-left: 60px;"><u>(b) Xerox copies or CD of the photographs shall be submitted for archival storage with the City of San Diego Historical Resources Board and the CCDC Project file. One set of original photographs and negatives shall be submitted for archival storage with the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other relative historical society or group(s).</u></p> <p style="padding-left: 40px;"><u>2. Required drawings</u></p> <p style="padding-left: 60px;"><u>(a) Measured drawings of the building's exterior elevations depicting existing conditions or other relevant features shall be produced from recorded, accurate measurements. If portions of the building are not accessible for measurement, or cannot be reproduced from historic sources, they should not be drawn, but clearly labeled as not accessible. Drawings produced in ink on translucent material or archivally stable material (blueline drawings are acceptable). Standard drawing sizes are 19" x 24" or 24" x 36", standard scale is 1/4" = 1 foot.</u></p> <p style="padding-left: 60px;"><u>(b) One set of measured drawings shall be submitted for archival storage with the City</u></p>	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u>of San Diego Historical Resources Board, the CCDC Project file, the South Coastal Information Center, the California Room of the City of San Diego Public Library, the San Diego Historical Society and/or other historical society or group(s).</u></p> <p><u>B. Prior to the first Precon Meeting, CCDC shall verify that the DP has been approved.</u></p> <p><u>C. In addition to the Documentation Program, the Applicant shall comply with any other conditions contained in the Site Development Permit, as approved through the City's Historic Regulations contained in Chapter 14, Article 3, Division 2, which shall include but not be limited to one or more actions prepared and adopted by the HRB for demolition of the Local Register Resource.</u></p>	
<p>Impact HIST-B.1: Development in downtown could impact significant archaeological resources. (Direct and Cumulative)</p>	<p><i>Mitigation Measure HIST-B.1-1:</i> If the potential exists for archaeological resources, the following measures shall be implemented.</p> <p><u>I. Prior to Permit Issuance</u></p> <p><u>A. Construction Plan Check</u></p> <p><u>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, the Centre City Development Corporation (CCDC) shall verify that the requirements for Archaeological Monitoring and Native American monitoring, if applicable, have been noted on the appropriate construction documents.</u></p> <p><u>B. Letters of Qualification have been submitted to CCDC</u></p> <p><u>1. The applicant shall submit a letter of verification to CCDC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.</u></p> <p><u>2. CCDC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.</u></p> <p><u>3. Prior to the start of work, the applicant must obtain approval from CCDC for any personnel changes associated with the monitoring program.</u></p>	<p>Significant (Direct and Cumulative)</p>

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u>II. Prior to Start of Construction</u></p> <p><u>A. Verification of Records Search</u></p> <ol style="list-style-type: none"> <u>1. The PI shall provide verification to CCDC that a site-specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter from South Coast Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</u> <u>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</u> <u>3. The PI may submit a detailed letter to CCDC requesting a reduction to the ¼ mile radius.</u> <p><u>B. PI Shall Attend Precon Meetings</u></p> <ol style="list-style-type: none"> <u>1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and CCDC. The qualified Archaeologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.</u> <ol style="list-style-type: none"> <u>(a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with CCDC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</u> <u>2. Archaeological Monitoring Plan (AMP)</u> <ol style="list-style-type: none"> <u>(a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan which describes how the monitoring would be accomplished for approval by CCDC. The AMP shall include an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to CCDC identifying the areas to be monitored including the delineation of grading/excavation limits.</u> <u>(b) The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).</u> <u>(c) Prior to the start of any work, the PI shall also submit a construction schedule to CCDC through the RE indicating when and where monitoring will occur.</u> <u>(d) The PI may submit a detailed letter to CCDC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction</u> 	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

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	<p style="text-align: center;"><u>documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.</u></p> <p><u>III. During Construction</u></p> <p><u>A. Monitor Shall be Present During Grading/Excavation/Trenching</u></p> <ol style="list-style-type: none"> <u>1. The monitor shall be present full-time during soil remediation and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and CCDC of changes to any construction activities.</u> <u>2. The monitor shall document field activity via the Consultant Site Visit Record (CSVR). The CSVR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to CCDC.</u> <u>3. The PI may submit a detailed letter to CCDC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.</u> <p><u>B. Discovery Notification Process</u></p> <ol style="list-style-type: none"> <u>1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.</u> <u>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</u> <u>3. The PI shall immediately notify CCDC by phone of the discovery, and shall also submit written documentation to CCDC within 24 hours by fax or email with photos of the resource in context, if possible.</u> <p><u>C. Determination of Significance</u></p> <ol style="list-style-type: none"> <u>1. The PI and Native American representative, if applicable, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.</u> <ol style="list-style-type: none"> <u>(a) The PI shall immediately notify CCDC by phone to discuss significance determination and shall also submit a letter to CCDC indicating whether additional mitigation is required.</u> <u>(b) If the resource is significant, the PI shall submit an Archaeological Data Recovery</u> 	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u>Program (ADRP) and obtain written approval from CCDC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</u></p> <p><u>(c) If resource is not significant, the PI shall submit a letter to CCDC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.</u></p> <p><u>IV. Discovery of Human Remains</u></p> <p><u>If human remains are discovered, work shall halt in that area and the following procedures set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</u></p> <p><u>A. Notification</u></p> <ol style="list-style-type: none"> <u>1. Archaeological Monitor shall notify the RE or BI as appropriate, CCDC, and the PI, if the Monitor is not qualified as a PI.</u> <u>2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.</u> <p><u>B. Isolate discovery site</u></p> <ol style="list-style-type: none"> <u>1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.</u> <u>2. The Medical Examiner, in consultation with the PI, shall determine the need for a field examination to determine the provenience.</u> <u>3. If a field examination is not warranted, the Medical Examiner shall determine with input from the PI, if the remains are or are most likely to be of Native American origin.</u> <p><u>C. If Human Remains are determined to be Native American</u></p> <ol style="list-style-type: none"> <u>1. The Medical Examiner shall notify the Native American Heritage Commission (NAHC). By law, only the Medical Examiner can make this call.</u> <u>2. The NAHC shall contact the PI within 24 hours or sooner, after Medical Examiner has completed coordination.</u> <u>3. NAHC shall identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information..</u> <u>4. The PI shall coordinate with the MLD for additional consultation.</u> <u>5. Disposition of Native American Human Remains shall be determined between the MLD</u> 	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u>and the PI, if:</u></p> <p><u>(a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 24 hours after being notified by the Commission; OR;</u></p> <p><u>(b) The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.</u></p> <p><u>D. If Human Remains are not Native American</u></p> <p><u>1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.</u></p> <p><u>2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).</u></p> <p><u>3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with CCDC, the applicant/landowner and the Museum of Man.</u></p> <p><u>V. Night Work</u></p> <p><u>A. If night work is included in the contract</u></p> <p><u>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</u></p> <p><u>2. The following procedures shall be followed.</u></p> <p><u>(a) No Discoveries</u></p> <p><u>In the event that no discoveries were encountered during night work, the PI shall record the information on the CSVR and submit to CCDC via fax by 9am the following morning, if possible.</u></p> <p><u>(b) Discoveries</u></p> <p><u>All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains.</u></p> <p><u>(c) Potentially Significant Discoveries</u></p> <p><u>If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. The PI shall immediately contact CCDC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific</u></p>	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p style="text-align: center;"><u>arrangements have been made.</u></p> <p><u>B. If night work becomes necessary during the course of construction</u></p> <ol style="list-style-type: none"> <u>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</u> <u>2. The RE, or BI, as appropriate, shall notify CCDC immediately.</u> <p><u>C. All other procedures described above shall apply, as appropriate.</u></p> <p><u>VI. Post Construction</u></p> <p><u>A. Submittal of Draft Monitoring Report</u></p> <ol style="list-style-type: none"> <u>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to CCDC for review and approval within 90 days following the completion of monitoring.</u> <ol style="list-style-type: none"> <u>(a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.</u> <u>(b) Recording sites with State of California Department of Parks and Recreation</u> <u>The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.</u> <u>2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</u> <u>3. The PI shall submit revised Draft Monitoring Report to CCDC for approval.</u> <u>4. CCDC shall provide written verification to the PI of the approved report.</u> <u>5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</u> <p><u>B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable</u></p> <ol style="list-style-type: none"> <u>1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued.</u> <u>2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is</u> 	

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Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p style="text-align: center;"><u>identified as to species; and that specialty studies are completed, as appropriate.</u></p> <p style="text-align: center;"><u>3. The PI shall submit a Collections Management Plan to CCDC for review and approval for any project which results in a substantial collection of historical artifacts.</u></p> <p style="text-align: center;"><u>C. Curation of artifacts: Accession Agreement and Acceptance Verification</u></p> <p style="text-align: center;"><u>1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with CCDC and the Native American representative, as applicable.</u></p> <p style="text-align: center;"><u>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and CCDC.</u></p> <p style="text-align: center;"><u>D. Final Monitoring Report(s)</u></p> <p style="text-align: center;"><u>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to CCDC (even if negative), within 90 days after notification from CCDC that the draft report has been approved.</u></p> <p style="text-align: center;"><u>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from CCDC which includes the Acceptance Verification from the curation institution.</u></p> <p>Note: The original text for Mitigation Measure HIST-B.1-1 that was included in the DEIR has been replaced by the above text. The original deleted language appears in Section 5.3.4 of this FEIR.</p>	
LAND USE (LND)		
<p>Impact LU-B.1: Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) limit mandated by Title 24 of the California Code. (Direct)</p>	<p>Implementation of the noise attenuation measures required by Mitigation Measure NOI-B.2-1 would reduce interior noise levels to 45 dB (A) CNEL and reduce potential impacts to below a level of significance.</p>	<p>Not Significant (Direct)</p>

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
<p>Impact LU-B.2: Noise generated by I-5 and highly traveled grid streets could cause noise levels in noise-sensitive uses not governed by Title 24 to exceed 45 dB(A). (Direct)</p>	<p>Completion of noise studies and implementation of appropriate noise attenuation required by Mitigation Measures NOI-B.1-1 and NOI-C.1.1 would reduce land use compatibility impacts from freeway noise but not to below a level of significance.</p>	<p>Not Significant (Interior) (Direct) Significant (Exterior) (Direct)</p>
<p>Impact LU-B.3: Noise levels in downtown areas within the 65 CNEL contour of SDIA could exceed 45 dB(A) for noise sensitive uses not covered by Title 24. (Direct)</p>	<p>Completion of noise studies and implementation of appropriate noise attenuation required by Mitigation Measure NOI-B.1-1 would reduce interior noise levels in new development to within acceptable limits but would be unable to reduce exterior noise levels to within acceptable limits.</p>	<p>Not Significant (Interior) (Direct) Significant (Exterior) (Direct)</p>
<p>Impact LU-B.4: Noise generated by train horns, engines and wheels as well as bells at crossing gates would significantly disrupt sleep of residents along the railroad tracks. (Direct)</p>	<p><i>Mitigation Measure LU-B.4.1:</i> Prior to approval of a Building Permit which would expose habitable rooms to disruptive railroad noise, an acoustical analysis shall be performed. The analysis shall determine the expected exterior and interior noise levels related to railroad activity. As feasible, noise attenuation measures shall be identified which would reduce noise levels to 45 dB(A) CNEL or less in habitable rooms. Recommended measures shall be incorporated into building plans before approval of a Building Permit.</p>	<p>Significant (Direct)</p>
<p>Impact LU-B.5: Ballpark lighting would interrupt sleep in residences and hotels within two blocks of the ballpark. (Direct)</p>	<p><i>Mitigation Measure LU-B.5.1:</i> Prior to approval of a Building Permit which would result in a light sensitive use within a two-block radius of Petco Park, the applicant shall provide a lighting study that demonstrates to the satisfaction of CCDC that habitable rooms would be equipped with light attenuation measures which would allow occupants to reduce night-time light levels to 2.0 foot-candles or less.</p>	<p>Not Significant (Direct)</p>
<p>Impact LU-B.6: Improper sanitation and trash associated with transient activities could result in physical impacts on surrounding neighborhoods. (Direct and Cumulative)</p>	<p>No feasible mitigation measures are available..</p>	<p>Significant (Direct and Cumulative)</p>

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
Noise(NOI)		
<p>Impact NOI-A.1: Traffic volume increases on select grid streets resulting from future downtown development would substantially increase (more than 3 dB(A) CNEL) noise levels along affected streets. (Direct and Cumulative)</p>	<p>No feasible mitigation measures are available to reduce the significant increase in traffic noise on affected roadway segments.</p>	<p>Significant (Direct and Cumulative)</p>
<p>Impact NOI-B.1: Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses to exceed 45 dB(A) CNEL. (Direct)</p>	<p><i>Mitigation Measure NOI-B.1-1:</i> Prior to approval of a Building Permit for any residential, hospital, or hotel within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to confirm that architectural or other design features are included which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.</p>	<p>Not Significant (Direct)</p>
<p>Impact NOI-B.2: Noise generated by major ballpark events could cause interior noise levels in noise-sensitive uses (e.g. residential and hotels) within four blocks of the ballpark to exceed the 45 dB(A) CNEL limit mandated by Title 24 of the California Code. (Direct)</p>	<p><i>Mitigation Measure NOI-B.2-1:</i> Prior to approval of a Building Permit for any noise-sensitive land uses within four blocks of Petco Park, an acoustical analysis shall be performed. The analysis shall confirm that architectural or other design features are included in the design which would assure that noise levels within habitable rooms would not exceed 45 dB(A) CNEL.</p>	<p>Not Significant (Direct)</p>
<p>Impact NOI-C.1: Exterior required outdoor open space in residential could experience traffic noise levels in excess 65 dB(A) CNEL. (Direct)</p>	<p><i>Mitigation Measure NOI-C.1-1:</i> Prior to approval of a Development Permit for any residential development within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any required outdoor open space areas would be exposed to noise levels in excess of 65 dB(A) CNEL. . Provided noise attenuation would not interfere with the primary purpose or design intent of the exterior use, measures shall be included in building plan, to the extent feasible</p>	<p>Significant (Direct)</p>

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
<p>Impact NOI-C.2: Aircraft noise associated with San Diego International Airport would impact required outdoor open space in residential development located in the northern portion of downtown. (Direct)</p>	No feasible mitigation measures are available to reduce outdoor aircraft noise.	Significant (Direct)
<p>Impact NOI-D.1: Recreation areas within public parks and plazas may experience traffic noise levels in excess 65 dB(A) CNEL. (Direct)</p>	<p><i>Mitigation Measure NOI-D.1-1:</i> Prior to approval of a Development Permit for any public park or plaza within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more than 7,000 ADT, an acoustical analysis shall be performed to determine if any recreation areas would be exposed to noise levels in excess of 65 dB(A) CNEL. Provided noise attenuation would not interfere with the intended recreational use or park design intent, measures shall be included, to the extent feasible.</p>	Significant (Direct)
<p>Impact NOI-D.2: Aircraft noise associated with San Diego International Airport would impact public parks and plazas located in the northern portion of downtown. (Direct)</p>	No feasible mitigation measures are available to reduce outdoor aircraft noise.	Significant (Direct)
PALEONTOLOGICAL RESOURCES (PAL)		
<p>Impact PAL-A.1: Excavation in geologic formations with a moderate to high potential for paleontological resources could have an significant impact on these resources, if present. (Direct)</p>	<p><i>Mitigation Measure PAL-A.1-1:</i> In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by CCDC.</p> <p><u>I. Prior to Permit Issuance</u></p> <p style="margin-left: 20px;"><u>A. Construction Plan Check</u></p> <p style="margin-left: 40px;">1. <u>Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Permits and Building Permits, but prior to the first preconstruction meeting, whichever is applicable, Centre City Development Corporation (CCDC) shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.</u></p>	Not Significant (Direct)

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Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u>B. Letters of Qualification have been submitted to CCDC</u></p> <ol style="list-style-type: none"> <u>1. The applicant shall submit a letter of verification to CCDC identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.</u> <u>2. CCDC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.</u> <u>3. Prior to the start of work, the applicant shall obtain approval from CCDC for any personnel changes associated with the monitoring program.</u> <p>II. <u>Prior to Start of Construction</u></p> <p><u>A. Verification of Records Search</u></p> <ol style="list-style-type: none"> <u>1. The PI shall provide verification to CCDC that a site-specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</u> <u>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</u> <p><u>B. PI Shall Attend Precon Meetings</u></p> <ol style="list-style-type: none"> <u>1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and CCDC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.</u> <ol style="list-style-type: none"> <u>a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with CCDC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</u> <u>2. Identify Areas to be Monitored</u> <ol style="list-style-type: none"> <u>a. Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to CCDC identifying the areas to</u> 	

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Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p style="text-align: center;"><u>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).</u></p> <p>3. <u>When Monitoring Will Occur</u></p> <p>a. <u>Prior to the start of any work, the PI shall also submit a construction schedule to CCDC through the RE indicating when and where monitoring will occur.</u></p> <p>b. <u>The PI may submit a detailed letter to CCDC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</u></p> <p>III. <u>During Construction</u></p> <p>A. <u>Monitor Shall be Present During Grading/Excavation/Trenching</u></p> <p>1. <u>The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and CCDC of changes to any construction activities.</u></p> <p>2. <u>The monitor shall document field activity via the Consultant Site Visit Record (CSVSR). The CSVSR's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of any discoveries. The RE shall forward copies to CCDC.</u></p> <p>3. <u>The PI may submit a detailed letter to CCDC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</u></p> <p>B. <u>Discovery Notification Process</u></p> <p>1. <u>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.</u></p> <p>2. <u>The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</u></p>	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p style="text-align: center;"><u>3. The PI shall immediately notify CCDC by phone of the discovery, and shall also submit written documentation to CCDC within 24 hours by fax or email with photos of the resource in context, if possible.</u></p> <p><u>C. Determination of Significance</u></p> <p><u>1. The PI shall evaluate the significance of the resource.</u></p> <p><u>a. The PI shall immediately notify CCDC by phone to discuss significance determination and shall also submit a letter to CCDC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.</u></p> <p><u>b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from CCDC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</u></p> <p><u>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to CCDC unless a significant resource is encountered.</u></p> <p><u>d. The PI shall submit a letter to CCDC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</u></p> <p><u>IV. Night Work</u></p> <p><u>A. If night work is included in the contract</u></p> <p><u>1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</u></p> <p><u>2. The following procedures shall be followed.</u></p> <p><u>a. No Discoveries</u></p> <p><u>(1) In the event that no discoveries were encountered during night work, The PI shall record the information on the CSVr and submit to CCDC via fax by 9am the following morning, if possible.</u></p> <p><u>b. Discoveries</u></p> <p><u>(1) All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.</u></p>	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u>c. Potentially Significant Discoveries</u></p> <p><u>(1) If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</u></p> <p><u>d. The PI shall immediately contact CCDC, or by 8AM the following morning to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</u></p> <p><u>B. If night work becomes necessary during the course of construction</u></p> <p><u>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</u></p> <p><u>2. The RE, or BI, as appropriate, shall notify CCDC immediately.</u></p> <p><u>C. All other procedures described above shall apply, as appropriate.</u></p> <p><u>VI. Post Construction</u></p> <p><u>A. Submittal of Draft Monitoring Report</u></p> <p><u>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to CCDC for review and approval within 90 days following the completion of monitoring.</u></p> <p><u>a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.</u></p> <p><u>b. Recording Sites with the San Diego Natural History Museum</u></p> <p><u>(1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.</u></p> <p><u>2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</u></p> <p><u>3. The PI shall submit revised Draft Monitoring Report to CCDC for approval.</u></p> <p><u>4. CCDC shall provide written verification to the PI of the approved report.</u></p> <p><u>5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</u></p>	

**TABLE 1.3-1
Significant Impacts and Mitigation Measures**

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
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- 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 CCDC.
- D. Final Monitoring Report(s)
 1. The PI shall submit two copies of the Final Monitoring Report to CCDC (even if negative), within 90 days after notification from CCDC that the draft report has been approved.
 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from CCDC which includes the Acceptance Verification from the curation institution.

Note: The original text for Mitigation Measure HIST-A.1-1 that was included in the DEIR has been replaced by the above text. The original deleted language appears in Section 5.12.4 of this FEIR.

TRAFFIC AND CIRCULATION

Impact TRF-A.1.1:
Increased traffic on grid streets from downtown development would result in unacceptable levels of service on specific roadway intersections and/or segments within downtown. (Direct and Cumulative)

Mitigation Measure TRF-A.1.1-1: At five-year intervals, commencing upon adoption of the proposed Community Plan, CCDC shall conduct a downtown-wide evaluation of the ability of the grid street system to accommodate traffic within downtown as well as the following roadway segment in the surrounding neighborhood: Imperial Avenue (between 25th Street and of 28th Street). In addition to identifying roadway intersections or segments which may need immediate attention, the evaluation shall identify roadways which may warrant interim observation prior to the next 5-year evaluation. The need for roadway improvements shall be based upon deterioration to Level of Service F and/or other standards established by CCDC, in cooperation with the City Engineer. In completing these studies, the potential improvements identified in Appendix C of the traffic study and Tables 5.2-20 and 21 of

Significant (Direct and Cumulative)

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p>the EIR will be reviewed to determine whether these or other actions are required to improve traffic flow along affected roadway corridors. As necessary, potential improvements shall also be determined for the identified roadway segments within the surrounding neighborhoods. In selecting improvements, CCDC shall review the effect the improvement may have on pedestrian or bicycle activities whenever pedestrians must traverse any of the following roadway conditions:</p> <ul style="list-style-type: none"> • Five or more lanes at any intersection (excepting boulevards); • Three or more travel lanes on residential streets, or crossing roadways with four or more lanes; • Four or more travel lanes on multi-function streets, or crossing roadways with four or more travel lanes; or • Dual right-turn lanes. <p><u>In order to determine if the roadway improvements included in the current five-year CIP, or the equivalent, are sufficient to accommodate developments, a traffic study would be required for large projects. The threshold to be used for determining the need for a traffic study shall reflect the traffic volume threshold used in the Congestion Management Program (CMP). The CMP stipulates that any activity forecasted to generate 2,400 or more daily trips (200 or more equivalent peak hour trips).</u></p>	
	<p><u>Mitigation Measure TRF-A.1.1-2: Prior to approval of any development which would generate a sufficient number of trips to qualify as a large project under the Congestion Management Program (i.e. more than 2,400 daily trips, or 200 trips during a peak hour period), a traffic study shall be completed as part of the Secondary Study process. The traffic study shall be prepared in accordance with City's Traffic Impact Study Manual. If the traffic study indicates that roadways substantially affected by the project would operate at LOS F with the addition of project traffic, the traffic study shall identify improvements to grid street segments and/or intersections which would be required within the next five years to achieve an acceptable LOS or reduce congestion, to the extent feasible. If the needed improvements are already included in CCDC's CIP, or the equivalent, no further action shall be required. If the any of the required improvements are not included in the CIP, or not expected within five years of project completion, CCDC shall amend the CIP, within one year of project approval, to include the required improvements and assure that they will be implemented within five years of project completion. At CCDC's discretion, the developer may be assessed a pro-rated share of the cost of improvements.</u></p>	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u><i>Mitigation Measure TRF-A.1.1-3:</i> Upon adoption of the Community Plan, CCDC and the City shall update the Centre City Public Facilities Financing Plan (PFFP) to include a transportation element to be completed within six (6) months. The update to the Centre City PFFP required by this mitigation measure shall include the following:</u></p> <ul style="list-style-type: none"> a) <u>The responsible entities [the Entities] included in this effort will include, but may not be limited to, the City of San Diego, CCDC, SANDAG, and the Metropolitan Transit System. Other entities may be included upon the concurrence of the foregoing Entities;</u> b) <u>The PFFP update will specify transportation improvements as identified on Figure 7.2 of the Community Plan and further described on Table 5.2-21 and Figure 5.2-8 of this FEIR;</u> c) <u>The PFFP update will specifically include capital improvements to the downtown transit network as identified on page 7-10 and Figure 7-4 of the Community Plan and further described in Table 5.2-22 of this FEIR;</u> d) <u>For this mitigation measure, the PFFP update will not include freeway improvements, freeway ramps and will not now or in the future include transit operation or maintenance improvements as these are specifically prohibited in Government Code 66000, which are addressed in Mitigation Measure TRF-A.2.1-2 below;</u> e) <u>The PFFP update will set forth a timeline and other agreed-upon relevant criteria for implementation of each improvement identified in items (b) and (c) above;</u> f) <u>The PFFP update will identify the total estimated costs for each improvement in items (b) and (c) above as provided for by CCDC and reviewed and confirmed by the City's Transportation Planning and Facilities Financing Section of the Planning Department;</u> g) <u>The PFFP update will include the establishment of a fair-share contribution from downtown development for improvement in items b) and c) above, through a Developer Impact Fee or secure, local alternative funding sources, in a manner that will comply with applicable law;</u> h) <u>Prior to adoption by the City of San Diego Council, the PFFP will be sent to the Entities for their review and comment;</u> i) <u>CCDC and the Facilities Financing Section of the Planning Department shall seek adoption of the PFFP update at a public hearing before the San Diego City Council within six months after adoption of the Community Plan Update. As extension not to exceed three (3) months shall be</u> 	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p style="text-align: center;"><u>granted upon mutual consent of the Entities.</u></p> <p style="text-align: center;"><u>The failure or refusal of any Entity other than CCDC or the City, to cooperate in the implementation of this mitigation measure, shall not constitute a failure of CCDC or the City to implement this mitigation measure; however, the City and CCDC shall each use its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of the mitigation measure.</u></p>	
<p>Impact TRF-A.1.2: Increased traffic from downtown development on certain streets surrounding downtown would result in an unacceptable level of service. (Direct and Cumulative)</p>	<p>Implementation of Mitigation Measure TRF-A.1.1-1 would also reduce impacts on surrounding roadways but not necessarily below a level of significance.</p>	<p>Significant (Direct and Cumulative)</p>
<p>Impact TRF-A.2.1: Additional traffic on freeway segments and ramps serving downtown associated with future downtown development would result in unacceptable delays and level of service. (Direct and Cumulative)</p>	<p><u>Mitigation Measure TRF-A.2.1-1: Upon adoption of the Community Plan, CCDC shall initiate a multi-jurisdictional effort to develop a detailed, enforceable plan [the Plan] that will identify transportation improvements that would reduce congestion on I-5 through downtown, as well as identify funding sources including federal, state, regional and local funding and which may also include fair share contributions by development as well as other mechanisms based on a nexus study. The process and Plan required by this mitigation measure shall include the following.</u></p> <ol style="list-style-type: none"> a) <u>The responsible entities [the Entities] included in this effort will include, but may not be limited to, the City of San Diego, CCDC, SANDAG, Caltrans, and the Metropolitan Transit System. Other entities may be included upon the concurrence of the foregoing Entities.</u> b) <u>The Plan will specifically identify physical and operational improvements to I-5, other freeways, relevant arterial roads and transit facilities [the Improvements], that are focused on specific transportation impacts created by downtown development, and will also identify the specific responsibilities of each Entity for the construction, maintenance and financing for each Improvement. The Plan may also identify other improvements necessary to address regional transportation needs, but for purposes of this mitigation measure, the Improvements included in the Plan need only be designed to mitigate the impacts created by downtown development.</u> c) <u>The Plan will set forth a timeline and other agreed-upon relevant criteria for implementation of each Improvement.</u> 	<p>Significant (Direct and Cumulative)</p>

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p>d) <u>The Plan will identify the total estimated costs for each such Improvement, including construction, maintenance and operational costs [the Total Costs], and the responsibility of each Entity for both implementation and funding for such Total Costs.</u></p> <p>e) <u>The Plan will include the parameters for any fair-share or development impact fee programs (or the like) to be implemented, that would require private and/or public developers to contribute to the Total Costs, in a manner that will comply with applicable law.</u></p> <p>f) <u>In developing the Plan, the Entities shall also consider ways in which the Improvements can be coordinated with existing local and regional transportation and facilities financing plans and programs, in order to avoid duplication of effort and expenditure; however, the existence of such other plans and programs shall not relieve the Entities of their collective obligation to develop and implement the Plan as set forth in this mitigation measure. Nothing in the Plan shall be construed as relieving any Entity (or any other entity) from its independent responsibility (if any) for the planning, funding, construction, maintenance or operation of any transportation improvement.</u></p> <p>g) <u>Upon adoption of the Plan by the City Council, SANDAG, MTS and Caltrans will also seek endorsement of same through their government structures.</u></p> <p>h) <u>CCDC shall seek adoption of the Plan at a public hearing before the City Council within one year of the initiation of the multi-jurisdictional effort to develop the Plan. CCDC shall report in writing, and at a public hearing before the City Council and SANDAG (if SANDAG agrees to place such a report on its agenda), regarding the progress made to develop the Plan, within six months of the first meeting of the entities. Thereafter, CCDC shall report to the City Council at least annually regarding the progress of the Plan, for a period of not less than five years, which may be extended at the request of the City Council.</u></p> <p>i) <u>The Plan shall also expressly include each Entity's pledge that it will cooperate with CCDC in making the required reports to the Agency, including the presence and participation of a responsible representative of the Entity at all public hearings called for the purpose of reviewing the progress of development and implementation of the Plan.</u></p> <p>j) <u>The PFFP shall be amended to include any projects in the Plan that CCDC and the City Council determine are appropriate for inclusion in the PFFP. The amendment to the PFFP to accommodate such appropriate improvements shall be processed for adoption at the time the Plan is submitted for adoption to the City Council.</u></p>	

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p><u>The failure or refusal of any Entity other than CCDC or the City to cooperate in the implementation of this mitigation measure shall not constitute a failure of CCDC or the City to implement this mitigation measure; however, the CCDC and City shall each use its best efforts to obtain the cooperation of all responsible Entities to fully participate, in order to achieve the goals of the mitigation measure.</u></p> <p><u>Further, if the City Council or Redevelopment Agency finds that (1) any of the Entities fails or has failed to cooperate in the development or implementation of this Plan, or (2) there is insufficient funding for implementation of the improvements in accord with the Plan, or (3) development downtown has significantly outpaced the development of infrastructure needed to support the development, the Council/Agency shall thereafter review the status of the Plan and its improvements, to determine whether substantial evidence shows that any of the conditions listed in Public Resources Code section 21166 and Guidelines section 15162 exist, so that additional environmental documentation would be required. In any event, the annual progress report delivered by CCDC pursuant to this mitigation measure shall include an evaluation of whether any of these conditions exist.</u></p>	
<p>Impact TRF-A.2.2: Elimination of Cedar St. off-ramp would impact other freeway ramps by redirecting traffic to other offramps serving downtown. (Direct)</p>	<p><i>Mitigation Measure TRF A.2.2-1:</i> Prior to elimination of the Cedar Street off-ramp from I-5, a traffic study shall be done by CCDC in consultation with the City of San Diego and Caltrans to determine the potential effects associated with elimination of the off-ramp and the conversion of Cedar Street from one- to two-way. The report shall also identify roadway modifications that would minimize potential impacts on local surface streets and I-5.</p>	<p>Significant (Direct)</p>
<p>Impact TRF-D.1: Parking demand would exceed the supply generated by proposed parking requirements which could increase parking demand in areas surrounding downtown. (Direct and Cumulative)</p>	<p><i>Mitigation Measure TRF-D.1-1:</i> At five-year intervals, commencing upon adoption of the proposed Community Plan, CCDC shall <u>evaluate the parking supply and demand within the downtown area as well as</u> assess the amount of parking generated by downtown development in residential areas within a quarter-mile radius of downtown. <u>The evaluations will include an inventory of the number of public and private parking spaces available for public parking within downtown and the residential neighborhoods within a quarter-mile radius of downtown. The evaluation shall determine the current as well as anticipated parking supply and demand during the ensuing five-year period. Based on the evaluation, Upon adoption of the proposed Community Plan, CCDC will conduct an initial inventory to establish a baseline for determining additional impacts from downtown development. During the subsequent 5 year assessments, CCDC shall determine if the discrepancy between demand and supply impact has increased to a level which warrants ameliorative actions which may include but not be limited to: (1) constructing new public parking, (2) implementing specific shared parking programs with private parking facilities, (3) implementing parking meter programs that respond to changes in the parking demand which occur during a 24-hour period and/or (4) implementing residential permit</u></p>	<p>Significant (Direct and Cumulative)</p>

TABLE 1.3-1
Significant Impacts and Mitigation Measures

IMPACT DESCRIPTION	MITIGATION MEASURE(S)	SIGNIFICANCE OF IMPACT AFTER MITIGATION
	<p>parking programs. Any actions identified during the parking evaluation shall be incorporated into CCDC's and include parking facilities determined to be required in its Capital Improvement Program, if appropriate, or carried out through some other form of enforcement such as amending Planned District Ordinances or other regulatory programs dealing with parking. other implementation program.</p>	
VISUAL QUALITY (VIS)		
<p>Impact VIS-B.1: Increased development in East Village would interrupt views of San Diego Bay and the Coronado Bay Bridge from public viewing areas outside of downtown (e.g. Balboa Park and the I-5/SR-94 interchange). (Direct)</p>	<p>No mitigation is feasible.</p>	<p>Significant (Direct)</p>
WATER QUALITY (WQ)		
<p>Impact WQ-A.1: Surface runoff water pollution resulting from future downtown development would impact water quality in San Diego Bay. (Cumulative)</p>	<p>Implementation of federal, state and local regulations as well as proposed goals and policies are within the control of CCDC or future individual developments would reduce but not avoid an increase in cumulative water pollution effects.</p>	<p>Significant (Cumulative)</p>

**TABLE 1.3-2
Relevant Goals And Policies
From the Downtown Community Plan**

Environmental Issue	Goal/Policy
AIR QUALITY	
	Goal 7.5-G-1: Encourage transportation demand management strategies to minimize traffic contributions from new and existing development.
	Policy 7.5-P-1: Encourage TDM approaches for various SANDAG programs including: <ul style="list-style-type: none"> • Rideshare and carpool in all levels of government with offices and facilities downtown as well as other major downtown employers. • Make available designated preferential, conveniently located car/vanpool parking areas. • Provide transit reimbursement and other benefits to other users of non-motorized travel. • Establish a car/vanpool matching service that could use mechanisms such as sign-ups at individual buildings, or via electronic mail or internet website. • Continue SANDAG’s guaranteed ride home for workers who carpool. • Work with public and private entities to encourage car share programs in downtown. • Provide flextime and telecommuting opportunities to employees.
CULTURAL RESOURCES	
	Goal 9.1-G-1: Protect significant historic resources to communicate downtown’s heritage.
	Goal 9.1-G-2: Encourage the rehabilitation and reuse of designated historic properties.
	Goal 9.2-G-1: Integrate designated historic resources into the downtown fabric while achieving policies for significant development and population intensification.
	Goal 9.2-G-3: Keep history alive through interpretive programs.
	Policy 9.2-P-1: Where feasible and not in conflict with achievement of development and population intensity policies, i ncorporate elements of buildings in new projects to impart heritage.
	Policy 9.2-P-3: Promote the adaptive reuse of intact buildings (designated or not) and/or significant elements, as a cultural and sustainability goal.
	Policy 9.2-P-4: Encourage the historic interpretation of various cultural resources as they are established over time, including but not limited to Asian-Pacific, African-American, warehouse buildings, etc.
GEOLOGY	
	Goal 13.1-G-1: Maintain a safe and livable environment by mitigating and avoiding risks posed by seismic conditions.
	Policy 13.1-P-1: Implement all seismic-safety development requirements, including the Alquist-Priolo Zone Act, City requirements for the Downtown Special Fault Zone and areas subject to potential liquefaction, and building codes.
	Policy 13.1-P-2: Coordinate with the City in enforcement of Ordinance 18451 for unreinforced masonry (URM) building reinforcement, and require appropriate reinforcement of URM buildings integrated into new development.
	Policy 13.1-P-3: Where active faults are found and building cannot take place, work closely with developers to provide publicly-accessible open space.

TABLE 1.3-2
Relevant Goals And Policies
From the Downtown Community Plan

Environmental Issue	Goal/Policy
LAND USE	
	<u>Policy 3.2-5: Restrict building intensities underneath the approach path to Lindbergh Field consistent with the Airport Land Use Compatibility Plan (ALUCP)</u>
	Goal 3.6-G-1: Allow large facilities only in appropriate areas, and provided that projects do not interrupt community fabric, street grid, designated public views, or the viability of Neighborhood Centers, and that facilities are designed to be compatible in scale and texture with the surrounding uses.
	Policy 3.6-P-1: Ensure that all large facilities maintain or reinstate the street grid, and through design and development standards, that they are seamlessly integrated with the surroundings.
	Goal 4.1-G-2: Provide public open space within walking distance of all residents and employees.
	Goal 4.1-G-3: Improve accessibility to recreational, leisure, and cultural opportunities on the waterfront and at Balboa Park.
	Policy 4.1-P-8: Pursue new smaller open spaces – including public plazas and places, fountains, and pocket parks – on portions of blocks throughout downtown and on geologic faults to supplement the larger public open spaces, provide local focus points, and diversify the built environment.
	Policy 4.1-P-9: Improve the Green Streets as an essential element of the open space system – as connections to the waterfront, Balboa Park, activity centers, parks and plazas; as tree-lined open spaces; and as continuous recreational paths.
	Policy 4.1-P-10: Require private common open spaces as part of all large new residential developments.
	Goal 5.3-G-4: Ensure uninterrupted sunlight during designated periods on all major parks, and maintain standards to ensure adequate sunlight on sidewalks and streets in Neighborhood Centers and residential areas.
	Policy 5.3-P-1: Restrict building heights as follows: <ul style="list-style-type: none"> • Around parks to maintain uninterrupted sunlight with specific criteria delineated in the PDO: • In Marina and Gaslamp for sunlight and urban design considerations; • Stepping down towards the water in the North Embarcadero area; • Surrounding the CAC; and • In the <u>airport approach overlay-zone</u> to Lindbergh Field, as required by the Federal Aviation Administration (FAA).
NOISE	
	Policy 13.4-P-3: Require construction techniques that mitigate interior noise near freeways – in areas of 65 dB (A) CNEL or greater – pursuant the City of San Diego’s Municipal Code, such as greater insulation, reinforced windows, ventilation systems, and limited outdoor exposure.
TRANSPORTATION CIRCULATION, ACCESS, AND PARKING	
	Goal 7.1-G-2: Maintain, reestablish and enhance the street grid, to promote flexibility of movement, preserve and/or open view corridors, and retain the historic scale of the streets.
	Policy 7.1-P-1: Implement the street typology shown in Figure 7-1, in the cross-sections and described in Box 7-1 of the Community Plan when carrying out streetscape improvements.

TABLE 1.3-2
Relevant Goals And Policies
From the Downtown Community Plan

Environmental Issue	Goal/Policy
	Policy 7.1-P-2: Prohibit and discourage any interruption of the street grid.
	Policy 7.1-P-3: Forge new connections and view corridors as larger sites are redeveloped, opening rights of way at the waterfront, through the Civic Center, and along Cedar Street, among others. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects.
	<u>Policy 7.1-P-4: Work with appropriate transportation agencies to implement freeway improvements in and near downtown.</u>
	Policy 7.2-P-2: Use traffic-calming measures to control speeds on all freeway couplets-First/Second Avenues, Tenth/Eleventh Avenues, F/G Streets, Fourth/Fifth Avenues– while optimizing traffic volumes during peak hour.
	Policy 7.2-P-3: Require bike racks and locking systems in all residential projects, multi-tenant retail and office projects, and government and institutional uses.
	Policy 7.2-P-4: In Pedestrian Priority Zones; <ul style="list-style-type: none"> • Undertake strategic streetscape improvements (such as sidewalk widening, bulbouts, enhanced lighting and signage); • Lengthen traffic signal walk times for pedestrians, and explore feasibility of “all walk” signalization at intersections with heavy pedestrian flow; and • Accept lower levels of automobile traffic level of service.
	Policy 7.3-P-5: Enhance streetscapes within transit corridors to increase attractiveness for users and promote shared transit, pedestrian, and cyclist use.
	Goal 7.4-G-1: Promote quality of life and business viability by allowing the provision of parking to serve growing needs, while avoiding excessive supplies that discourage transit ridership and disrupt urban fabric.
	Goal 7.4-G-2: Site and design new parking structures to accommodate parking needs from multiple land uses to the extent possible and allow shared parking where possible.
	Policy 7.4-P-1: Require a certain portion of on-site motorcycle and bicycle parking in addition to automobile spaces.
	Policy 7.4-P-2: Emphasize shared parking approaches, including: <ul style="list-style-type: none"> • Development of parking facilities that serve multiple uses, to enable efficient use of space over the course of the day; • Parking under new parks that are full-block or larger in size, where not limited by geologic or other constraints; and • <u>Enhanced on-street parking through restriping streets where appropriate.</u>
	Policy 7.4-P-3: Allow off-site and/or shared parking arrangements where appropriate to maximize efficient use of parking resources.
	Policy 7.4-P-4: Work with developers of high-intensity developments unable to accommodate parking on site to allow development/use of parking under public parks, where appropriate and feasible.
	Policy 7.4-P-6: Ensure that all public parking structures maximize the potential for subterranean parking and incorporate other uses at higher floors where feasible. Explore the use of technological advancements to improve cost/parking efficiencies in new public garages.
	Goal 7.5-G-1: Encourage transportation demand management strategies to minimize traffic contributions from new and existing development.
	Goal 7.5-G-2: Cooperate with regional transportation planning and demand management programs, and with local agencies for joint use arrangements of transportation and parking facilities during evenings, weekends, and holidays.

TABLE 1.3-2
Relevant Goals And Policies
From the Downtown Community Plan

Environmental Issue	Goal/Policy
	Policy 7.5-P-1: Encourage TDM approaches and various SANDAG programs to: <ul style="list-style-type: none"> • Rideshare and carpool in all levels of government with offices and facilities downtown as well as other major downtown employers. • Make available designated preferential, conveniently located car/vanpool parking areas. • Provide transit reimbursement and other benefits to other users of non-motorized travel. • Establish a car/vanpool matching service that could use mechanisms such as sign-ups at individual buildings, or via electronic mail or internet website. • Continue SANDAG’s guaranteed ride home for workers who carpool. • Work with public and private entities to encourage car share programs in downtown. • Provide flextime and telecommuting opportunities to employees.
VISUAL QUALITY	
	Policy 5.4-P-3: Protect public views of the water, and re-establish water views in the corridors shown in Figure 5-1 of the Downtown Community Plan, with the following two-tiered system: <ul style="list-style-type: none"> • Within the system established in <i>Chapter 7: Transportation</i> of the Downtown Community Plan, including streets and new street segments to be created when future development proceeds (such as G Street); and, • In instances where the view corridors have been designated on Figure 5-1 of the Downtown Community Plan but a street will not be built, view/public access easements or dedications shall be required where the ground-level right-of-way width will be the same average dimension as the existing street right-of-way for street segments comprising the view corridor, including Date, Beech, A, B, C, and E streets.
	Policy 5.1-P-5: Prohibit the construction of “sky-walks” or any visible structure in view corridors. Discourage “sky-walks” above all streets. If they occur, make them minimal in size and encourage open-air construction or transparency.
	Policy 5.1-P-6: Ensure that streetscape design in the designated corridors is sensitive to views.
	Goal 5.3-G-2: Ensure that building height, massing, and tower spacing allows for greater visual penetration closer to the water.
	Policy 5.5-P-3: Preserve and create views by: <ul style="list-style-type: none"> • Requiring all buildings to comply with view corridor stepbacks along existing streets and future view corridors to maintain visual and physical access to the Bay. • Requiring buildings taller than 120 feet in the Waterfront/Marina District to be oriented so as to present the smaller face along the view corridors toward the water.
	Policy 6.10-P-9: Protect views available along Hawthorn, Grape, Fir, Date, and Beech streets from obstructions potentially caused by street trees and development projects.
	Policy 7.1-P-3: Forge new connections and view corridors as larger sites are redeveloped, opening rights-of-way at the waterfront, through the Civic Center among others, and along Cedar Street. Require full vehicle and pedestrian access in new connections except where precluded by existing plans and projects.

TABLE 1.3-3
Environmental Effects Considered Not Significant

<p>Agricultural Resources</p> <p>The downtown planning area does not contain land that is designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. Furthermore, the area is not subject to, nor is near, a Williamson Act Contract pursuant to Section 51201 of the California Government Code. Therefore, no significant impacts to agricultural resources would occur with implementation of the proposed Downtown Community Plan.</p> <p>Biological Resources</p> <p>The downtown planning area is almost entirely lacking in native vegetation and its associated wildlife. No sensitive plant or animal resources have been identified within the downtown planning area due to its urbanized character. Thus, there would be no change to the diversity of species of plants and animals or reduction in the numbers of rare or unique plants or animals. Furthermore, the proposed Plan would include a number of measures to control offsite habitat impacts from urban runoff on San Diego Bay. Therefore, no significant impacts to biological resources would occur with implementation of the proposed Downtown Community Plan.</p>	<p>Mineral Resources</p> <p>The downtown planning area has been urbanized since the early part of the 20th Century. The potential for viable extraction of mineral resources is limited due to the urbanized character of the area. Furthermore, the area has not been designated as having a high potential for mineral resources. Therefore, no significant impacts to mineral resources would occur as a result of the proposed Downtown Community Plan.</p>
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**TABLE 1.4-1
Qualitative Comparison of the Environmental Effects of No Project (1992 Plan)
Relative to the Proposed Community Plan**

ENVIRONMENTAL ISSUE	PROPOSED COMMUNITY PLAN		NO PROJECT: 1992 PLAN	
	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE
Air Quality (AQ)				
AQ-B.1 Construction Emissions	SM	SNM	SM (=)	SNM (=)
AQ-C.1 Mobile-source Emissions	NS	SNM	NS	SNM (-)
CULHIST Cultural-Historical Resources (CULHIST)				
CULHIST -A.1 Impacts to Historical Resources	SNM	SNM	SNM (=)	SNM (=)
CULHIST -B.1 Impacts to Archaeological Resources	SNM	SNM	SNM (=)	SNM (=)
Land Use (LU)				
LU-B.1 Ballpark Noise	SM	NS	SM (=)	NS
LU-B.2 Traffic Noise	SNM	NS	SNM (=)	NS
LU-B.3 Aircraft Noise	SNM	NS	SNM (=)	NS
LU-B.4 Railroad Noise	SNM	NS	SNM (=)	NS
LU-B.5 Ballpark Lighting	SM	NS	SM (=)	NS
LU-B.6 Transient Impacts	SNM	SNM	SNM (=)	SNM(=)
Noise (NOI)				
NOI-A.1 Traffic Noise Level Increase on Grid Streets	SNM	SNM	SNM (-)	SNM (-)
NOI-B.1 Interior Traffic Noise	SM	NS	SM (=)	NS
NOI-B.2 Interior Ballpark Noise	SM	NS	SM (=)	NS
NOI-C.1 Exterior Traffic Noise in Residential Development	SNM	NS	SNM (-)	NS
NOI-C.2 Exterior Aircraft Noise in Residential Development	SNM	NS	SNM (=)	NS
NOI-D.1 Exterior Traffic Noise in Public Parks and Plazas	SNM	NS	SNM (=)	NS
NOI-D.2 Exterior Aircraft Noise in Public Parks and Plazas	SNM	NS	SNM (=)	NS
Paleontological Resources (PAL)				
PAL-A.1 Impacts to significant paleontological resources during construction	SM	NS	SM (=)	NS
Traffic and Circulation (TRF)				
TRF-A.1.1 Impact on grid streets	SNM	NS	SNM (-)	NS

TABLE 1.4-1 (Continued)
Qualitative Comparison of the Environmental Effects of No Project (1992 Plan)
Relative to the Proposed Community Plan

ENVIRONMENTAL ISSUE	PROPOSED COMMUNITY PLAN		NO PROJECT: 1992 PLAN	
	DIRECT	CUMULATIVE	DIRECT	CUMULATIVE
<u>TRF-A.1.2 Impact on surrounding streets</u>	<u>SNM</u>	<u>SNM</u>	<u>SNM (-)</u>	<u>SNM (-)</u>
TRF-A.2.1 Impact on freeway <u>ramps and segments</u>	SNM	NS SNM	SNM (-)	<u>SNM (-)</u> NS
TRF-A.2.2 Impact from Removal of Cedar Street Off-ramp	SNM	NS	SNM (-)	NS
TRF-D.1 Excessive Parking Demand	SNM	NS SNM	SNM (-)	<u>SNM (-)</u> NS
Visual Quality (VIS)				
VIS-B.1 Disruption of Views of San Diego Bay and San Diego-Coronado Bay Bridge from Balboa Park and Highway	SNM	NS	SNM (-)	NS
Water Quality (WQ)				
WQ-A Surface Water Pollution	NS	SNM	NS	SNM (=)

NS: Not Significant
SM: Significant but mitigable
SNM: Significant and not mitigable

(=) Impact essentially equivalent to proposed Community Plan
(+) Impact greater than proposed Community Plan
(-) Impact less than proposed Community Plan