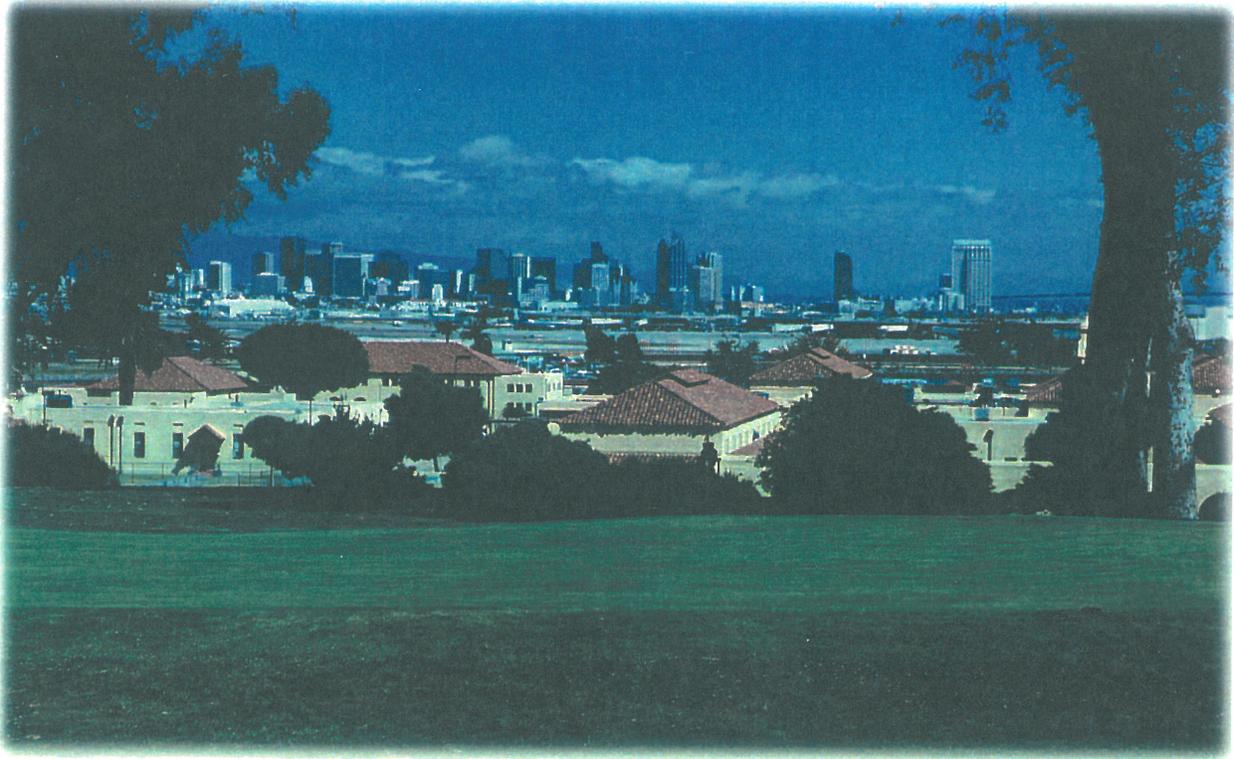




Redevelopment Agency of the City of San Diego

*Final — January 2000*



**Environmental Impact Report**  
*for the*  
**NTC Redevelopment Project**



ENVIRONMENTAL AND ENERGY SERVICES

**FINAL**  
**ENVIRONMENTAL IMPACT REPORT**  
**for the**  
**NTC REDEVELOPMENT PROJECT**

SCH # 99081140

JANUARY 2000

Prepared for:

**Redevelopment Agency of the  
City of San Diego  
202 C Street, Third Floor - MS3A  
San Diego, California 92101-3863**

Prepared by:

**Ogden Environmental and Energy Services Co., Inc.**

One East Anapamu Street  
Santa Barbara, CA 93101

## **EXECUTIVE SUMMARY**

### **OVERVIEW**

In accordance with the Defense Base Closure and Realignment Act (DBCRA) of 1990, Public Law 101-510, and the 1993 Defense Base Closure and Realignment Commission recommendation, the Navy concluded all active military use of Naval Training Center (NTC) San Diego in April 1997. At the time of closure, NTC San Diego covered approximately 541 acres. The Navy determined 430 acres to be “surplus” to the federal governments needs and proposes to transfer this acreage to the City of San Diego in the year 2000 for reuse/redevelopment. Of the remaining 111 acres, 72 acres are being retained by the Navy for the construction of a Military Family Housing (MFH) Development and 39 acres are being retained by the Navy in their current state and are not part of the NTC Redevelopment Project (the Project); therefore, they will not be discussed further in this document. The 430-acre property (which became available as a result of the 1993 DBCRA decision) and 72-acre property comprise the 502-acre NTC Redevelopment Project Area (the Project Area). It should be noted that although the 72-acre property is included in the Project Area, the MFH Development project area will continue to be federally owned property and will be subject to Navy planning policies as opposed to City of San Diego policies, adopted plans, and related ordinances. However, as indicated in the Environmental Assessment (EA) prepared for the MFH Development project, the project will generally be consistent with applicable aspects of the City of San Diego Zoning Ordinance, Progress Guide and General Plan, Redevelopment Plan, and Peninsula Community Plan. It is anticipated that the Navy and City of San Diego Redevelopment Agency will continue their coordination and partnership in the development of the NTC San Diego property and MFH project.

Through the DBCRA action, the federal government recognized the City of San Diego as the Local Redevelopment Authority responsible for preparing a redevelopment plan with respect to a closing installation and for directing the implementation of such a plan. The redevelopment of the Project Area allows the Redevelopment Agency of the City of San Diego (the Agency) to replace the military base with new uses that stimulate the local economy.

An Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was prepared to evaluate the impacts associated with the 430 acres of the NTC San Diego

property subject to disposal and reuse. A Record of Decision for the EIS was signed by the Navy in March 1999. The EIR was certified by the San Diego City Council on October 20, 1998. The Candidate Findings and Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program was adopted on October 20, 1998. Concurrent with the preparation of the EIS/EIR, the City of San Diego prepared a Reuse Plan as a companion document to the EIS/EIR. The Reuse Plan provides a rationale and implementation program for the reuse and redevelopment of NTC San Diego. The Reuse Plan was adopted on October 20, 1998.

An Environmental Assessment (EA) was prepared to evaluate the impacts associated with the 72-acre property proposed for the MFH Development. A Finding of No Significant Impact for the EA was signed by the Navy in March 1999.

This EIR, which has been developed predominantly from the integration of the EIS/EIR and EA documents, is being prepared as a companion document to the NTC Redevelopment Plan (the Plan) which was adopted by the City Council on May 13, 1997 (Ordinance No. 0-18405-1). The Plan for the Project Area will be implemented in accordance with the California Community Redevelopment Law (California Health and Safety Code Section 33000, et seq.). The Plan for the Project will guide the redevelopment and revitalization of an approximately 502-acre area by promoting an arrangement of land uses, circulation, and services that will eliminate blight, provide affordable housing, and encourage economic growth.

This EIR evaluates the environmental effects of the adoption and implementation of the Plan for the Project. California Community Redevelopment Law requires that a program EIR be certified in conjunction with adoption of a redevelopment plan. At the time of Plan adoption, certification of the EIR was deferred pursuant to special legislation (Weggeland Assembly Bill, [AB] 2736) that allowed certification of the EIR to be postponed for up to 18 months (subsequently extended to 30 months) after the effective date of the ordinance adopting the plan. The intention of the postponement of EIR certification was to: 1) allow the Agency the flexibility to use the environmental documents prepared for the NTC San Diego Reuse Plan and the MFH Development, which represented a significant financial savings to the City; and 2) allow redevelopment activities to continue in order to facilitate maintenance and coordination of reuse efforts for the base and prevent further decay of the base property. If, as a result of the preparation of this EIR, it is necessary to amend the adopted Redevelopment Plan to

mitigate any impacts, the Agency will amend the Plan according to the procedures of the California Community Redevelopment Law.

The terminology used in this EIR regarding the makeup of what is defined as the Project Area includes: 1) **NTC San Diego** — which refers to the 430-acre property being disposed of by the Navy for subsequent reuse and redevelopment and; 2) **MFH Development** — which refers to the 72-acre parcel owned by the Navy. The 430- and 72-acre property collectively comprise the 502-acre Project Area (refer to Figure 2-2). The methodology utilized to evaluate/analyze resource-specific and cumulative environmental impacts in this EIR involved integrating the resource-specific and cumulative analyses provided in the MFH EA into the analyses provided in the EIS/EIR.

It should be noted that subsequent to the completion of the EIS/EIR process, a number of agency responsibilities/action items required finalization. These action items are summarized below:

- The Navy sent the Historic District nomination form to the Keeper of the National Register of Historic Places (NRHP) in accordance with 36 CFR § 60.9. The nomination form has been approved.
- An agreement was reached between the San Diego Unified Port District (SDUPD) and the U.S. Fish and Wildlife Service (USFWS) regarding relocation of the 25 acre California least tern nesting site to a new location outside of the Project Area boundaries but within the southern portion of San Diego Bay.
- The historic trash deposit adjacent to Building 227 was evaluated to determine its NRHP eligibility. The site was found to be ineligible for listing on the NRHP and the State Historic Preservation Officer (SHPO) concurred with this finding.
- The Navy provided 7 acres as part of the MFH Development to accommodate an elementary school site.
- The Project Area contains several areas where hazardous materials have been identified. These areas are in various stages of the investigation and remediation process by the Navy.

## **PROJECT CHARACTERISTICS**

The Project Area is located within the incorporated boundaries of the City of San Diego and consists of a highly developed residential and commercial area on San Diego Bay approximately 2 miles west of downtown San Diego. The Project Area is located on approximately 502 acres.

The Project Area is bordered by the communities of Point Loma and Loma Portal to the west and northwest, respectively; San Diego International Airport (Lindbergh Field) to the east; San Diego Bay and the Fleet Anti-Submarine Warfare (ASW) Training Center to the south; and the United States Marine Corps Recruit Depot (MCRD) to the northeast. The Project Area is comprised of two areas bisected by a boat channel; land west of the boat channel comprises the central administrative, training, and housing areas, and land east of the boat channel comprises Camp Nimitz.

The Project Area is located in an urbanized portion of the City. The Project includes a variety of uses (refer to Table 2-1) on approximately 502 acres, such as office/research and development, commercial, civic/institutional/arts, recreation, residential (market rate housing and military family housing), education, hotel, bed and breakfast, City pump station, public safety training institute, airport expansion, and MWWLD laboratory (refer to Figure 2-3).

## **GENERAL PLAN CONSISTENCY**

The City of San Diego Progress Guide and General Plan is a comprehensive long-term plan for the physical development of the City, and it presents overall policies for the entire City. The Land Use Element designates the proposed general distribution of land uses within the City. The Land Use Element is represented by a land use map, which does not designate uses for federal property such as the Project Area. The goal in the Redevelopment Element of the General Plan is to “redevelop and rehabilitate deteriorated and underutilized areas of the City to a condition of social, economic and physical vitality insuring that redeveloped areas complement the urban fabric, the resources to be conserved and the community environment.” The purpose of the proposed Redevelopment Plan is to meet that goal.

Under the Phased Development Map of the Progress Guide and General Plan, the area surrounding NTC San Diego is designated as “urbanized” land. Because NTC San Diego is federally owned property at this time, it was not specifically identified in this same “urbanized” category. A voter initiative, approved in 1985, required that land designated as “future urbanizing” be subject to subsequent voter approval prior to intensification. Because there were conflicting documents showing the designation of NTC San Diego as “urbanized” and “future urbanizing,” the City Council decided to put the measure on a ballot for a city wide vote. On March 26, 1996, the voters approved the designation of NTC San Diego as “urbanized.”

### **PROJECT OBJECTIVES**

The overall objective of the Plan is to revitalize the military base with new uses that stimulate the local economy and eliminate and prevent blight conditions in the Project Area. Redevelopment provides financial resources and implementation powers with which the Agency can encourage broad investment in the Project Area, by making public investments, providing incentives for private investment, and assembling properties suitable for new development at current standards. To fund improvements needed to revitalize, rehabilitate, and attract private development to the Project Area, the Agency will utilize tax increment financing.

Public improvements associated with the Project will be implemented as sufficient financial resources become available. A program of possible public improvements to support future development in the area to help eliminate blight is part of the Redevelopment Project. Public improvements include park improvements; rehabilitation of structures; infrastructure improvements; streetscapes, transportation, and circulation improvements; and public facility improvements.

### **ENVIRONMENTAL IMPACTS**

The environmental resource areas addressed in the EIR are land use; transportation and circulation; cultural resources; population, employment, and housing; infrastructure and utilities; biological resources; geology and soils; hydrology and water quality; air quality; public health and safety; visual resources; noise; hazardous substances and wastes; and community services and facilities. Table ES-1 provides a summary of environmental impacts and mitigation measures. All of the impacts and mitigation measures apply to

the 430-acre property or NTC San Diego portion of the Project Area unless noted to specifically apply to the MFH Development portion of the Project Area.

Regarding the NTC San Diego property, as indicated in the approved EIS/EIR, significant impacts have been identified for land use, transportation and circulation, cultural resources, biological resources, geology and soils, hydrology and water quality, public health and safety, visual resources, and community services and facilities. With the exception of transportation and circulation (most of these impacts are unmitigable), these significant impacts can be reduced to below a level of significance with implementation of identified mitigation measures. Regarding the MFH Development property, as indicated in the approved EA, significant impacts have been identified for transportation and circulation, air quality, public health and safety, noise, and public services and utilities (schools). All of these impacts can be reduced to below a level of significance with implementation of identified mitigation measures.

#### **SIGNIFICANT UNAVOIDABLE IMPACTS**

Based on the data and conclusions of this EIR, the Agency finds that the redevelopment activities associated with the NTC San Diego portion of the Project Area would result in significant unavoidable Project-specific and cumulative impacts to transportation and circulation. Significant onsite and offsite transportation and circulation impacts that cannot be mitigated to below a level of significance include the following:

- Eighteen offsite roadway segments would be impacted.
- Three offsite intersections would result in congestion impacts.
- Three onsite roadway segments would be operating at level of service (LOS) E or F under Buildout conditions.
- Two onsite internal unsignalized intersections would result in congestion impacts.
- Seven freeway segments would be impacted.

It should be noted that the roadway system in the Project Area was developed many years ago and traffic volumes have increased gradually over the years as development in the area intensified. There have been few improvements made to the roadway segments in the Project Area and vicinity over the past few years. As a result, the area has experienced growth in traffic without increases in roadway capacity. Many of the roadway segments and intersections are currently operating at LOS E and F. Widening of

roadway segments to provide adequate capacity to accommodate existing and future traffic would entail substantial right-of-way acquisition and roadway construction and would alter the community character. Existing development patterns preclude roadway widening and other classification changes. Therefore, to provide adequate roadway LOS for Buildout traffic volumes, substantial investments would be needed to acquire property and expand roadways. This type of mitigation is deemed unfeasible and impacts to the roadway segments would be unmitigable.

#### **ALTERNATIVES TO THE PROJECT**

The reuse alternatives evaluated for the NTC San Diego portion of the Project Area include:

1. Entertainment
2. Low Traffic
3. High Traffic
4. Minimal Airport Expansion
5. No Project

These alternatives are discussed in detail in Section 5.0 of this EIR.

#### **AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED**

The California Environmental Quality Act (CEQA) Guidelines require potential areas of controversy to be identified in the Executive Summary. Issues identified during the Notice of Preparation period and public review of the Draft EIR (DEIR) included the potential impact to schools, transportation/circulation issues, and the identification of projects that should be considered in terms of cumulative impacts. Comments received during the Notice of Preparation period are presented in Appendix A. Comments received during the public review of the DEIR are presented in Appendix B.

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures**

<p><b>I. Unavoidable Significant Environmental Impacts Associated with the NTC San Diego Property (Lead Agency must issue “Statement of Overriding Considerations” under Section 15093 and 15126[b] of the State CEQA Guidelines if the Agency determines these effects are significant and wishes to approve the Project) Without Changes to Fully Mitigate Them:</b></p>
<p><b>TRANSPORTATION AND CIRCULATION</b></p>
<p><b>Environmental Impacts</b></p> <ol style="list-style-type: none"> <li>1. Eighteen offsite roadway segments would be impacted.</li> <li>2. Three offsite intersections would result in congestion impacts.</li> <li>3. Three onsite roadway segments would be operating at LOS E or F under Buildout conditions.</li> <li>4. Two onsite internal unsignalized intersections would result in congestion impacts.</li> <li>5. Seven freeway segments would be impacted.</li> </ol> <p><b>Mitigation Measures</b></p> <ol style="list-style-type: none"> <li>1. Rosecrans Street would be widened along the Project Area frontage. However, impacts would remain unmitigable.</li> <li>2. Mitigation is not feasible. Impacts would be unmitigable.</li> <li>3. Mitigation is not feasible. Impacts would be unmitigable.</li> <li>4. Mitigation is not feasible. Impacts would be unmitigable.</li> <li>5. Mitigation is not feasible. Impacts would be unmitigable.</li> </ol>
<p><b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126[c] of the State CEQA Guidelines):</b></p>
<p><b>LAND USE</b></p>
<p><b>Environmental Impacts</b></p> <p><b><i>Incompatible Land Use Impacts</i></b></p> <p>LU-1. The proposed public safety institute’s tactical training area, defensive tactics, and pistol range activities may create land use conflicts with the proposed hotel on Camp Nimitz.</p> <p><b><i>Plan Consistency Impacts</i></b></p> <p>LU-2. Some visual access to the bay from view corridors along adjacent public streets in the area northwest of the base could be blocked by proposed development.</p> <p>LU-3. The proposed public safety institute would not be consistent with the allowable uses under the tidelands trust.</p> <p>LU-4. Some of the proposed land uses would be incompatible with the noise levels (the Comprehensive Land Use Plan [CLUP] contours) produced by Lindbergh Field operations according to the City of San Diego Progress Guide and General Plan.</p> <p>LU-5. Regarding the Airport Environs Overlay Zone, proposed land uses (e.g., hotel, residential) would be significantly impacted if constructed within the 60 dB(A) CNEL contour.</p> <p><b><i>Appropriate Commitment of Land Use Impacts</i></b></p> <p>LU-6. The MWWD lab and public safety institute would not be compatible with public use along the waterfront. The public safety institute is also inconsistent with public trust lands.</p>

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures (Continued)**

<p><b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126(c) of the State CEQA Guidelines (Continued):</b></p>
<p><b>LAND USE (Continued)</b></p>
<p><b>Mitigation Measures</b></p> <p><i>Incompatible Land Uses</i></p> <p>LU-1. Design facilities to control public access to the public safety institute.</p> <p><i>Plan Consistency</i></p> <p>LU-2. Prior to final project design and construction, a view corridor analysis and mapping effort shall be submitted to the City Environmental Review Manager.</p> <p>LU-3. The City shall enter into an agreement with the State Lands Commission, which imposes restrictions where none exist in exchange for removal of restrictions where they do exist.</p> <p>LU-4. No later than 90 days after transfer of the NTC San Diego property from the Navy to the City of San Diego, and prior to transfer of the title from the City to another party, the City shall execute a limited avigation easement in favor of the Lindbergh Field Airport Operator (currently the San Diego Unified Port District [SDUPD]) for noise impacts at noise contour levels provided in the CLUP for Lindbergh Field adopted February 1992, as amended April 1994 and approved by the San Diego Association of Governments (the San Diego Association of Governments [SANDAG]).</p> <p>LU-5. In accordance with the AEOZ and California Noise Standards, the City of San Diego Environmental Review Manager shall review noise studies in the noise-impacted areas prior to issuance of building permits to confirm that appropriate noise attenuation measures are proposed. The City Environmental Review Manager shall confirm that noise attenuation measures have been implemented in accordance with California Noise Standards, State Building Code – Title 24 before issuance of a certificate of occupancy.</p> <p><i>Appropriate Commitment of Land Uses</i></p> <p>LU-6. Fencing and directional signage shall be used adjacent to the MWWd lab and public safety institute. The City shall enter into an agreement with the State Lands Commission, which imposes restrictions where none exist in exchange for removal of restrictions where they do exist.</p>
<p><b>TRANSPORTATION AND CIRCULATION</b></p>
<p><b>Environmental Impacts</b></p> <p>TC-1. Eleven offsite intersections would be significantly impacted by the Project under Buildout conditions.</p> <p><b>Mitigation Measures</b></p> <p>TC-1. Three intersections (Rosecrans Street/North Evergreen Street, Pacific Highway/Laurel Street, Laning Road/North Harbor Drive) that would be significantly impacted by the Project would still operate at an acceptable LOS (i.e., LOS D or better) under Buildout conditions and therefore would not require mitigation. Four intersections (Nimitz Boulevard/Rosecrans Street, Rosecrans Street/Bainbridge Court/Russell Street, Rosecrans Street/Roosevelt Road, and Rosecrans Street/Lytton Street) that would be significantly impacted by the Project and would operate at a congested LOS (i.e., LOS E or F) would be restored to an acceptable LOS through the incorporation of mitigation measures (improvements) presented in Section 4.2. These improvements would be 100% funded by the Project. One intersection (Rosecrans Street/Sports Arena Boulevard/Camino Del Rio South) could be restored to an acceptable LOS through the incorporation of improvements presented in Section 4.2; however, these improvements would not be funded by the Project. Significant impacts to 3 of the offsite intersections are unmitigable and are discussed on page ES-9.</p>

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures (Continued)**

<p><b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126(c)) of the State CEQA Guidelines (Continued):</b></p>
<p style="text-align: center;"><b>TRANSPORTATION AND CIRCULATION (Continued)</b></p>
<p><b>MFH DEVELOPMENT</b></p> <p><b>Environmental Impacts</b></p> <p>With respect to the MFH Development, two conditions were noted as potentially adverse internal circulation impacts:</p> <ul style="list-style-type: none"> <li>• The Porter Road/Bainbridge Court intersection is too close to the Rosecrans Street/ Bainbridge Court/Gate 6 intersection.</li> <li>• The Gearing Road/Laning Road intersection is too close to the Laning Road/North Harbor Drive/Gate 10A intersection.</li> </ul> <p><b>Construction Traffic</b></p> <p>During the construction of the MFH Development, increased traffic would result from crews commuting to work, and from trucks importing construction equipment and materials. It is assumed that most construction traffic, especially the truck traffic, would come from and return to I-5 via Barnett Avenue. In order to avoid significant construction traffic impacts to Rosecrans Street, which is currently congested, site access and egress for construction trucks should be at the Lytton Street/Barnett Avenue/Gate 1 entrance.</p> <p>The impact of construction traffic would result in short-term degraded operations at the Lytton Street/Barnett Avenue/Gate 1 intersection and potentially significant impacts to intersections between Gate 1 and I-5. The impact would be the greatest during the evening peak hours, when the intersections currently are most congested.</p> <p><b>Mitigation Measures</b></p> <p><b>Near-Term</b></p> <p>In the near-term, the MFH Development would cause no degradation of LOS to worse than LOS D, and the delays at intersections operating at LOS D or worse would exceed the 2-second maximum established by the City of San Diego as significance criteria. Thus, no mitigation would be required for near-term traffic impacts.</p> <p><b>Long-Term (Buildout Conditions)</b></p> <p>The long-term analysis indicates that buildout conditions would result in deterioration of intersection operations at all studied intersections, including a projection of LOS F for the p.m. peak hour at the Rosecrans Street/Bainbridge Court/Russell Street/Gate 6 intersection, which is an access point for the MFH project site. Although the MFH Development would have a small impact on this future condition, it is considered appropriate that mitigation for this impact take the form of contribution to improvements to intersections adjacent to the MFH project site.</p> <p>Modifications at the Rosecrans Street/Bainbridge Court/Russell Street intersection to improve LOS, when needed in the future, would including widening of Bainbridge Court by 12 feet to provide four lanes, three outbound and one inbound; and widening Rosecrans Street by 12 feet to provide a northbound right-turn lane.</p> <p>The access analysis indicates a need to widen and extend Bainbridge Court in order to provide adequate access to the MFH project site. The internal circulation analysis demonstrates a need to eliminate intersections which are close to Gates 6 and 10A.</p>

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures (Continued)**

<p><b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126(c) of the State CEQA Guidelines (Continued):</b></p>
<p style="text-align: center;"><b>TRANSPORTATION AND CIRCULATION (Continued)</b></p>
<p><b>Mitigation Measures (Continued)</b></p> <p>In order to compensate for the potential long-term traffic impacts near the MFH project site (these impacts would not be development-generated); and provide satisfactory access to the military family housing area, the following measures have been included in the project design:</p> <ul style="list-style-type: none"> <li>• Bainbridge Court will be built to a two-lane connector with a continuous center turn lane with either a raised or painted median between Rosecrans Street and Cushing Road, and as four-lane roadway from Cushing Road to North Harbor Drive.</li> <li>• The signal at the Bainbridge Court/Rosecrans/Russell Street intersection will be modified and reactivated.</li> <li>• The project design will include a reservation of land east of, and adjacent to, Rosecrans Street, from Bainbridge Court to a point 400 feet south. This land reservation will allow for a future 12-foot widening of Rosecrans Street. The widening of Rosecrans Street is not included in the Proposed Action.</li> <li>• Porter Road will be eliminated or cul-de-sacs will be constructed in order to eliminate the Porter Road/Bainbridge Court intersection.</li> <li>• As part of the extension of Bainbridge Court, cul-de-sacs will be constructed on Gearing Road, or other appropriate measures will be taken in order to eliminate the Gearing Road/Laning Road intersection.</li> </ul>
<p style="text-align: center;"><b>CULTURAL RESOURCES</b></p>
<p><b>Environmental Impacts</b></p> <p>CR-1. A potentially significant impact to undiscovered cultural resources could occur during construction/development of the Project Area.</p> <p><b>Mitigation Measures</b></p> <p>CR-1. An archaeological monitor shall be onsite during construction activities involving grading or excavation in areas west of the 1850 mean high tide line; monitoring shall not be required in areas east (bayward) of the 1850 mean high tide line. The monitor shall be empowered to halt construction in and around areas where previously unevaluated cultural materials, either historic or prehistoric, are unearthed until such time that the resource is inspected by a member of the Society of Professional Archaeologists in consultation with a cultural resource representative of the lead agency responsible for administering the construction/earth moving permit.</p> <p>All original maps, field notes, non-burial-related artifacts, catalog information, and final reports shall be curated at an institution within San Diego County. Qualified institutions are those with proper facilities and staffing for ensuring research access to the collections, consistent with federal standards. If there are no qualified institutions in San Diego County that can accept additional collections, the historical resource consultant shall be responsible for temporary curation until such time as a regional facility becomes available. Arrangements for long-term curation shall be established between future applicants/property owners and the consultant prior to the initiation of the field reconnaissance.</p>

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures (Continued)**

<b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126[c]) of the State CEQA Guidelines (Continued):</b>
<b>BIOLOGICAL RESOURCES</b>
<p><b>Environmental Impacts</b></p> <p>BR-1. Construction activities adjacent to heron nest and roost trees and foraging areas of waterbirds that utilize the boat channel may have a significant impact.</p> <p>BR-2. Assuming the ornamental trees at the corner of Worden and Cushing Roads are removed, the heron nesting colony would be displaced.</p> <p>BR-3. Changes in the nature of runoff in terms of volume and chemical constituents would impact the boat channel.</p> <p><b>Mitigation Measures</b></p> <p>BR-1. Construction noise adjacent to breeding, roosting, and foraging areas of birds shall be kept to a minimum, particularly during the breeding season. Specific requirements for herons are provided below under measure BR-2.</p> <p>BR-2. Three ornamental trees along Worden and Cushing Roads used by nesting herons shall be retained and no less than a 100-foot construction buffer shall be provided during the heron breeding season (January 15 through July 15) to ensure that construction noise and activities do not result in herons avoiding nest trees or abandoning their nests or young. Appropriate buffers shall be determined by a biologist familiar with the life history and nesting requirements of herons on a case-by-case basis.</p> <p>BR-3. Implement Best Management Practices (BMPs). Design runoff drainages to empty into areas of San Diego Bay where greater tidal flushing exists. Comply with Section 402 of the Clean Water Act, as amended. Prepare an Oil and Hazardous Spill Contingency Plan and Spill Prevention, Control, and Countermeasures (SPCC) Plan.</p>
<b>GEOLOGY AND SOILS</b>
<p><b>Environmental Impacts</b></p> <p>GS-1. Impacts from ground acceleration and associated ground shaking would result.</p> <p>GS-2. Due to the potential for soil liquefaction, impacts would result.</p> <p>GS-3. Soil erosion impacts would occur from construction activities.</p> <p>GS-4. Soil corrosivity impacts would occur.</p> <p><b>Mitigation Measures</b></p> <p>GS-1. Design and construct proposed facilities in accordance with the Uniform Building Code (UBC) and state-of-the-art seismic design specification of the Structural Engineering Association of California for buildings in Seismic Zone IV.</p> <p>GS-2. Remove soils that are potentially liquefiable and replace with properly compacted fill soils.</p> <p>GS-3. Prepare a soil erosion plan. Provide protective covering for exposed graded areas. Use diverting techniques. Maintain a buffer strip between the Project Area and boat channel and the adjoining portion of San Diego Bay. Revegetate open areas.</p> <p>GS-4. Perform corrosivity testing prior to construction and treat or remove corrosive soils as appropriate.</p>

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures (Continued)**

<p><b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126(c)) of the State CEQA Guidelines (Continued):</b></p>
<p><b>HYDROLOGY AND WATER QUALITY</b></p>
<p><b>Environmental Impacts</b></p> <p>H-1. Stormwater discharge and runoff may contain small amounts of fuels, oils, fertilizers, and other residual contaminants that could degrade surface water resources.</p> <p><b>Mitigation Measures</b></p> <p>H-1. Implement soil erosion mitigation measures. Comply with National Pollutant Discharge Elimination System (NPDES) permits, AB 411, and the U.S. Environmental Protection Agency (USEPA) California Toxics Rule, prepare and implement a stormwater pollution prevention plan, and implement BMPs.</p>
<p><b>AIR QUALITY</b></p>
<p><b>MFH DEVELOPMENT</b></p> <p><b>Environmental Impacts</b></p> <p>AQ-1. Emissions generated by construction activities would exceed the significance threshold for NO<sub>x</sub> and PM<sub>10</sub>.</p> <p><b>Mitigation Measures</b></p> <p>AQ-1. Project construction specifications will include the requirement that commercial electric power from poles on or near the site will be used during construction wherever feasible. This measure would result in a 97 to 99 percent reduction in emissions (SCAQMD 1993).</p> <p>Vehicles will not exceed 15 miles per hour when traveling over unpaved areas. This measure would result in a 40 percent reduction in PM<sub>10</sub> emissions (SCAQMD 1993).</p>
<p><b>PUBLIC HEALTH AND SAFETY</b></p>
<p><b>Environmental Impacts</b></p> <p>PH-1. Steam lines represent a potential safety hazard due to their accessibility.</p> <p>PH-2. Hotel guests may be exposed to safety-related hazards from tactical training activities associated with the public safety institute.</p> <p>PH-3. Residents would have to cross Rosecrans Street, a heavily traveled roadway, to attend Loma Portal Elementary School.</p> <p><b>MFH DEVELOPMENT</b></p> <p>PH-4. Uncovered portions of the concrete drainage channel pose a potential safety hazard to future residents.</p> <p>PH-5. The NEX/auto service station has been identified as an area where hazardous materials are stored. Public access to these materials would have the potential to create a public health and safety hazard for future residents of the MFH Development.</p> <p><b>Mitigation Measures</b></p> <p>PH-1. Post appropriate signage and monitor aboveground steam lines to restrict access to area residents.</p> <p>PH-2. Safety measures such as fencing, markers, flagging, and access restrictions will be implemented.</p> <p>PH-3. Post a crossing guard at appropriate locations along Rosecrans Street to assist children walking to and from Loma Portal Elementary School.</p>

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures (Continued)**

<p><b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126(c)) of the State CEQA Guidelines (Continued):</b></p>
<p><b>PUBLIC HEALTH AND SAFETY (Continued)</b></p>
<p><b>MFH DEVELOPMENT</b></p> <p>PH-4. Erect security fencing, install signage and provide metal grating covers along the 7-foot-diameter concrete channel located on the south side of MacDonough Road to restrict access to area residents.</p> <p>PH-5. The existing approximately 8-foot-high chain-link fence which separates the NEX/auto service station from the Project Area will be maintained to prevent future MFH Development residents from entering the facility.</p>
<p><b>VISUAL RESOURCES</b></p>
<p><b>Environmental Impacts</b></p> <p><i>Visual Character Impacts</i></p> <p>VR-1. Removal of the majority of the existing visual character elements found within the proposed residential, educational, and hotel (west side) would result in an impact.</p> <p><i>View Quality Impacts</i></p> <p>VR-2. The proposed development of the education and residential land use areas would likely impact view corridors along Curtis, Zola, Voltaire, Russell, and Quimby Streets.</p> <p><b>Mitigation Measures</b></p> <p><i>Visual Character</i></p> <p>VR-1. 1. Minimize the time between removal or alteration of a visual element and the introduction of a new visual element. Keep construction and materials out of public view as much as possible.</p> <p>2. Prior to final design or construction, a visual resource site inventory shall be submitted. Important visual character elements and resources shall be mapped.</p> <p>3. Include overall pedestrian scale and historical context of the site in all plans for development.</p> <p>4. Incorporate and expand where appropriate, urban design guidelines found in the NTC San Diego Reuse Plan.</p> <p><i>View Quality</i></p> <p>VR-2. Prior to final design and construction, a view corridor analysis and mapping effort shall be submitted to the City Environmental Review Manager.</p>
<p><b>NOISE</b></p>
<p><b>MFH DEVELOPMENT</b></p> <p><b>Environmental Impacts</b></p> <p>N-1. Noise generated from vehicular traffic at the MFH Development would exceed Navy and City standards for residential use.</p>

**Table ES-1. Summary of Environmental Impacts and Mitigation Measures (Continued)**

<p><b>II. Significant Environmental Impacts That Can be Avoided or Mitigated (Section 15126[c]) of the State CEQA Guidelines (Continued):</b></p>
<p style="text-align: center;"><b>NOISE (Continued)</b></p>
<p><b>Mitigation Measures</b></p> <p>N-1. The MFH Development design will include noise barriers between roadways and housing areas that would reduce the ground floor exterior traffic noise levels to 65 dB CNEL or less. Building design features will be included to reduce the noise levels from the roadway, when measured in the interior living spaces, to 45 dB CNEL or less. One type of noise barrier would be a sound attenuating wall around the perimeter of the housing area. Preliminary modeling indicates a wall height of 8 feet would be required to provide an exterior noise level of 65 dB CNEL or less for homes that would be closest to North Harbor Drive and Rosecrans Street. If a shorter wall is desired, the design may use non-residential structures (i.e., garages) as barriers to roadway noise. Noise analysis will be required as a part of the design process.</p> <p>To attenuate traffic noise on second story receptors to an interior noise level of 45 dB CNEL or less, the windows of rooms facing the roadway must be closed. Therefore, the building design features will include mechanical ventilation and may also include building insulation and sound attenuation of window and door openings facing the roadway.</p> <p>The elementary school will be designed as necessary to reduce interior noise levels to 45 dB CNEL or less for compatibility with the Lindbergh Field CLUP.</p>
<p style="text-align: center;"><b>COMMUNITY SERVICES AND FACILITIES</b></p>
<p><b>Environmental Impacts</b></p> <p>CS-1. Middle schools would not adequately accommodate additional students generated by the Project.</p>
<p><b>Mitigation Measures</b></p> <p>CS-1. Collection of school fees and the school district's statutory share of annual tax increment revenue generated in the NTC San Diego portion of the Project Area would offset the cost of additional students generated by the Project.</p>
<p><b>MFH DEVELOPMENT</b></p> <p>Federal Impact Aid, which became available as part of the Improving America's Schools Act, PL 103-382 (October 20, 1994), is given to school districts which educate children of those who work and/or live on federal property (e.g., military bases). This program reimburses school districts for the costs associated with any such students. Federal Impact Aid funds are statutorily available to the affected school districts on a per-child basis at the time the anticipated d students begin to attend the impacted schools. Section 8003 of the Act allows school districts to use these funds for any purpose with the exception of special education for students with disabilities. Receipt of these federal funds by the San Diego Unified School District would reduce potential impacts to area middle school facilities to a less than significant level.</p>
<p><b>III. Impacts Considered But Found to be Less Than Significant:</b></p>
<p>Population, Employment, and Housing                  Infrastructure and Utilities                  Hazardous Substances and Wastes</p>

This page intentionally left blank.

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page</u>
<b>EXECUTIVE SUMMARY</b> .....		ES-1
<b>1.0 INTRODUCTION</b> .....		1-1
1.1 PURPOSE OF THE EIR .....		1-1
1.2 CONTACT PERSON .....		1-2
1.3 LEGAL REQUIREMENTS .....		1-2
1.4 PUBLIC REVIEW AND COMMENTS.....		1-3
1.5 CONTENTS OF THE EIR.....		1-4
1.6 INTENDED USE OF THE EIR .....		1-4
<b>2.0 PROJECT DESCRIPTION</b> .....		2-1
2.1 INTRODUCTION.....		2-1
2.2 LOCATION AND BOUNDARIES.....		2-4
2.3 PROJECT CHARACTERISTICS.....		2-4
2.4 PROJECT OBJECTIVES.....		2-10
2.5 PUBLIC IMPROVEMENTS .....		2-12
2.6 INTENDED USES OF THE EIR .....		2-13
<b>3.0 ENVIRONMENTAL SETTING</b> .....		3-1
3.1 LOCATION .....		3-1
3.2 EXISTING CONDITIONS .....		3-1
3.3 PLANNING CONTEXT .....		3-5
<b>4.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES</b> .....		4.0-1
4.1 LAND USE .....		4.1-1
4.1.1 Existing Conditions.....		4.1-1
4.1.1.1 Surrounding Land Use .....		4.1-1
4.1.1.2 Adopted Land Use Plans and Policies.....		4.1-5
4.1.1.3 Land Use Within the Project Area .....		4.1-16
4.1.1.4 Coastal Consistency .....		4.1-19
4.1.2 Environmental Impacts .....		4.1-19
4.1.2.1 Threshold for Determining Significance.....		4.1-19
4.1.2.2 Impact Analysis.....		4.1-19
4.1.3 Mitigation Measures.....		4.1-26
4.1.4 Impact after Mitigation.....		4.1-28
4.1.5 Cumulative Impacts.....		4.1-28
4.2 TRANSPORTATION AND CIRCULATION.....		4.2-1
4.2.1 Existing Conditions.....		4.2-1
4.2.1.1 Baseline Condition .....		4.2-1
4.2.1.2 Onsite Circulation .....		4.2-10
4.2.2 Environmental Impacts .....		4.2-12

## TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
	4.2.2.1 Threshold for Determining Significance.....	4.2-12
	4.2.2.2 Impact Analysis.....	4.2-14
	4.2.2.3 Project Area Access and Internal Circulation .....	4.2-28
	4.2.2.4 Alternative Modes of Travel .....	4.2-30
4.2.3	Mitigation Measures.....	4.2-32
	4.2.3.1 Offsite Improvements.....	4.2-33
	4.2.3.2 Onsite Improvements .....	4.2-38
	4.2.3.3 MFH Development.....	4.2-38
4.2.4	Funding Responsibility .....	4.2-40
4.2.5	Impact After Mitigation .....	4.2-41
4.2.6	Cumulative Impacts.....	4.2-44
4.3	CULTURAL RESOURCES.....	4.3-1
4.3.1	Existing Conditions .....	4.3-1
	4.3.1.1 Cultural History of Region.....	4.3-1
	4.3.1.2 Cultural Resources at the Project Area .....	4.3-3
4.3.2	Environmental Impacts .....	4.3-8
	4.3.2.1 Threshold for Determining Significance.....	4.3-8
	4.3.2.2 Impact Analysis.....	4.3-10
4.3.3	Mitigation Measures.....	4.3-11
4.3.4	Impact after Mitigation.....	4.3-12
4.3.5	Cumulative Impacts.....	4.3-12
4.4	POPULATION, EMPLOYMENT, AND HOUSING.....	4.4-1
4.4.1	Existing Conditions .....	4.4-1
	4.4.1.1 Population .....	4.4-1
	4.4.1.2 Employment .....	4.4-1
	4.4.1.3 Income.....	4.4-3
	4.4.1.4 Housing .....	4.4-4
4.4.2	Environmental Impacts .....	4.4-6
	4.4.2.1 Threshold for Determining Significance.....	4.4-6
	4.4.2.2 Impact Analysis.....	4.4-7
4.4.3	Mitigation Measures.....	4.4-10
4.4.4	Impact after Mitigation.....	4.4-10
4.4.5	Cumulative Impacts.....	4.4-10
4.5	INFRASTRUCTURE AND UTILITIES.....	4.5-1
4.5.1	Existing Conditions .....	4.5-1
	4.5.1.1 Potable Water Supply.....	4.5-1
	4.5.1.2 Wastewater Treatment and Disposal.....	4.5-2
	4.5.1.3 Stormwater Drainage.....	4.5-3
	4.5.1.4 Electricity .....	4.5-3
	4.5.1.5 Natural Gas.....	4.5-3
	4.5.1.6 Solid Waste Management.....	4.5-4
	4.5.1.7 Steam Production and Distribution .....	4.5-4
	4.5.1.8 Telephone System .....	4.5-5

## TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
4.5.2	Environmental Impacts .....	4.5-5
	4.5.2.1 Threshold for Determining Significance.....	4.5-5
	4.5.2.2 Impact Analysis.....	4.5-5
4.5.3	Mitigation Measures.....	4.5-11
4.5.4	Impact after Mitigation.....	4.5-11
4.5.5	Cumulative Impacts.....	4.5-11
4.6	BIOLOGICAL RESOURCES .....	4.6-1
4.6.1	Existing Conditions.....	4.6-1
	4.6.1.1 Terrestrial Biology .....	4.6-1
	4.6.1.2 Sensitive Biological Resources .....	4.6-2
	4.6.1.3 Marine Biology .....	4.6-7
	4.6.1.4 Marine Vegetation Communities .....	4.6-8
4.6.2	Environmental Impacts .....	4.6-9
	4.6.2.1 Threshold for Determining Significance.....	4.6-9
	4.6.2.2 Impact Analysis.....	4.6-12
4.6.3	Mitigation Measures.....	4.6-15
4.6.4	Impact after Mitigation.....	4.6-17
4.6.5	Cumulative Impacts.....	4.6-17
4.7	GEOLOGY AND SOILS .....	4.7-1
4.7.1	Existing Conditions.....	4.7-1
	4.7.1.1 Geomorphic and Geologic Setting.....	4.7-1
	4.7.1.2 Seismicity.....	4.7-3
	4.7.1.3 Geologic Hazards .....	4.7-4
	4.7.1.4 Soils.....	4.7-7
	4.7.1.5 Mineral Resources.....	4.7-9
	4.7.1.6 Paleontological Resources.....	4.7-9
4.7.2	Environmental Impacts .....	4.7-10
	4.7.2.1 Threshold for Determining Significance.....	4.7-10
	4.7.2.2 Impact Analysis.....	4.7-11
4.7.3	Mitigation Measures.....	4.7-12
	4.7.3.1 Geologic Hazards .....	4.7-12
	4.7.3.2 Soil-Related Hazards.....	4.7-13
4.7.4	Impact after Mitigation.....	4.7-14
4.7.5	Cumulative Impacts.....	4.7-14
4.8	HYDROLOGY AND WATER QUALITY .....	4.8-1
4.8.1	Existing Conditions.....	4.8-1
	4.8.1.1 Hydrographic Units.....	4.8-1
	4.8.1.2 Surface Water.....	4.8-1
	4.8.1.3 Groundwater.....	4.8-3
4.8.2	Environmental Impacts .....	4.8-4
	4.8.2.1 Threshold for Determining Significance.....	4.8-4
	4.8.2.2 Impact Analysis.....	4.8-4
4.8.3	Mitigation Measures.....	4.8-6

## TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
4.8.4	Impact after Mitigation.....	4.8-7
4.8.5	Cumulative Impacts.....	4.8-7
4.9	AIR QUALITY .....	4.9-1
4.9.1	Existing Conditions.....	4.9-1
4.9.1.1	Climate .....	4.9-1
4.9.1.2	Regional Air Quality.....	4.9-1
4.9.1.3	Existing Emissions.....	4.9-3
4.9.2	Environmental Impacts .....	4.9-3
4.9.2.1	Threshold for Determining Significance.....	4.9-3
4.9.2.2	Impact Analysis.....	4.9-5
4.9.3	Mitigation Measures.....	4.9-9
4.9.4	Impact after Mitigation.....	4.9-10
4.9.5	Cumulative Impacts.....	4.9-10
4.10	PUBLIC HEALTH AND SAFETY .....	4.10-1
4.10.1	Existing Conditions.....	4.10-1
4.10.1.1	Microwave Tower .....	4.10-1
4.10.1.2	Cogeneration Plant .....	4.10-1
4.10.1.3	Concrete Drainage Channel .....	4.10-3
4.10.1.4	Runway Protection Zones .....	4.10-3
4.10.2	Environmental Impacts .....	4.10-3
4.10.2.1	Threshold for Determining Significance.....	4.10-3
4.10.2.2	Impact Analysis.....	4.10-4
4.10.3	Mitigation Measures.....	4.10-6
4.10.4	Impact after Mitigation.....	4.10-7
4.10.5	Cumulative Impacts.....	4.10-7
4.11	VISUAL RESOURCES .....	4.11-1
4.11.1	Existing Conditions.....	4.11-1
4.11.1.1	Visual Quality Analysis Process .....	4.11-1
4.11.1.2	Adopted Urban Design Policies .....	4.11-1
4.11.1.3	Visual Region.....	4.11-3
4.11.1.4	Project Area.....	4.11-6
4.11.2	Environmental Impacts .....	4.11-11
4.11.2.1	Threshold for Determining Significance.....	4.11-12
4.11.2.2	Impact Analysis.....	4.11-13
4.11.3	Mitigation Measures.....	4.11-15
4.11.4	Impact after Mitigation.....	4.11-19
4.11.5	Cumulative Impacts.....	4.11-19
4.12	NOISE.....	4.12-1
4.12.1	Existing Conditions .....	4.12-1
4.12.1.1	Ambient Noise Levels.....	4.12-1
4.12.2	Environmental Impacts .....	4.12-8
4.12.2.1	Threshold for Determining Significance.....	4.12-8
4.12.2.2	Impact Analysis.....	4.12-11

## TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
4.12.3	Mitigation Measures.....	4.12-14
4.12.4	Impact after Mitigation.....	4.12-16
4.12.5	Cumulative Impacts.....	4.12-16
4.13	HAZARDOUS SUBSTANCES AND WASTES .....	4.13-1
4.13.1	Existing Conditions .....	4.13-1
4.13.1.1	Contamination Sites .....	4.13-1
4.13.1.2	Storage Tanks.....	4.13-7
4.13.1.3	Asbestos .....	4.13-7
4.13.1.4	Pesticide Use .....	4.13-7
4.13.1.5	Polychlorinated Biphenyls .....	4.13-8
4.13.1.6	Radon .....	4.13-8
4.13.1.7	Medical/Biohazardous Waste.....	4.13-8
4.13.1.8	Ordnance .....	4.13-9
4.13.1.9	Lead-Based Paint.....	4.13-9
4.13.2	Environmental Impacts .....	4.13-9
4.13.2.1	Threshold for Determining Significance.....	4.13-9
4.13.2.2	Impact Analysis.....	4.13-10
4.13.3	Mitigation Measures.....	4.13-15
4.13.4	Impact after Mitigation.....	4.13-15
4.13.5	Cumulative Impacts.....	4.13-16
4.14	COMMUNITY SERVICES AND FACILITIES .....	4.14-1
4.14.1	Existing Conditions .....	4.14-1
4.14.1.1	Schools .....	4.14-1
4.14.1.2	Police Protection .....	4.14-1
4.14.1.3	Fire Protection.....	4.14-3
4.14.1.4	Recreational Facilities .....	4.14-3
4.14.1.5	Emergency and Medical Facilities and Services.....	4.14-7
4.14.2	Environmental Impacts .....	4.14-7
4.14.2.1	Threshold for Determining Significance.....	4.14-7
4.14.2.2	Impact Analysis.....	4.14-8
4.14.3	Mitigation Measures.....	4.14-10
4.14.4	Impact after Mitigation.....	4.14-11
4.14.5	Cumulative Impacts.....	4.14-11
<b>5.0</b>	<b>ALTERNATIVES TO THE PROJECT.....</b>	<b>5-1</b>
5.1	INTRODUCTION.....	5-1
5.2	ALTERNATIVES UNDER CONSIDERATION.....	5-2
5.2.1	Entertainment Alternative .....	5-2
5.2.2	Low Traffic Alternative .....	5-9
5.2.3	High Traffic Alternative.....	5-14
5.2.4	Minimal Airport Expansion Alternative .....	5-18
5.2.5	No-Project Alternative .....	5-22

## TABLE OF CONTENTS (Continued)

<u>Section</u>	<u>Title</u>	<u>Page</u>
<b>6.0</b>	<b>OTHER CEQA SECTIONS</b> .....	6-1
6.1	ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROJECT SHOULD IT BE IMPLEMENTED.....	6-1
6.2	GROWTH-INDUCING IMPACT OF THE PROJECT.....	6-1
6.2.1	Increased Population and Housing.....	6-2
6.2.2	Economic Growth .....	6-2
6.2.3	Environmental Effects.....	6-3
6.2.4	Conclusion.....	6-4
6.3	EFFECTS FOUND NOT TO BE SIGNIFICANT .....	6-4
6.4	UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL EFFECTS.....	6-4
<b>7.0</b>	<b>CUMULATIVE IMPACTS</b> .....	7-1
7.1	CUMULATIVE PROJECTS .....	7-1
7.1.1	Bay-to-Bay Link Project .....	7-3
7.1.2	North Bay Redevelopment Project.....	7-3
7.1.3	Lindbergh Field Expansion .....	7-4
7.1.4	San Diego International Airport Master Plan.....	7-4
7.1.5	Terminal 2-East Improvements.....	7-5
7.1.6	Kona Kai Development.....	7-5
7.1.7	Harbor Island Hotel.....	7-6
7.1.8	Homeport Siting Analysis for Additional Nimitz-Class Aircraft Carriers in Support of the United States Pacific Fleet .....	7-6
7.1.9	Submarine Support Facility - SUBASE San Diego .....	7-7
7.1.10	Cabrillo National Monument General Management Plan.....	7-8
7.1.11	South Embarcadero Redevelopment .....	7-8
7.1.12	North Embarcadero Visionary Plan .....	7-9
7.1.13	America's Cup Harbor/Shelter Island Master Plan .....	7-9
7.1.14	Local Agency Military Base Recovery Area .....	7-10
7.1.15	North Bay and Beach Area Guideway Study.....	7-10
7.2	CUMULATIVE IMPACTS ANALYSIS.....	7-10
7.2.1	Land Use .....	7-10
7.2.2	Transportation and Circulation.....	7-11
7.2.3	Cultural Resources .....	7-12
7.2.4	Population, Employment, and Housing.....	7-13
7.2.5	Infrastructure and Utilities .....	7-13
7.2.6	Biological Resources.....	7-13
7.2.7	Geology and Soils .....	7-14
7.2.8	Hydrology and Water Quality.....	7-14
7.2.9	Air Quality.....	7-15
7.2.10	Public Health and Safety .....	7-15
7.2.11	Visual Resources .....	7-16
7.2.12	Noise.....	7-16

**TABLE OF CONTENTS (Continued)**

<b><u>Section</u></b>	<b><u>Title</u></b>	<b><u>Page</u></b>
	7.2.13 Hazardous Substances and Wastes.....	7-16
	7.2.14 Community Services and Facilities.....	7-17
<b>8.0</b>	<b>REFERENCES .....</b>	<b>8-1</b>
8.1	DOCUMENTS REFERENCED.....	8-1
8.2	PERSONS AND ORGANIZATIONS CONTACTED .....	8-4
<b>9.0</b>	<b>LIST OF PREPARERS.....</b>	<b>9-1</b>
<b>10.0</b>	<b>NOTICE OF PREPARATION.....</b>	<b>10-1</b>

**APPENDICES**

- APPENDIX A – Comments and Responses to Comments on Notice of Preparation**
- APPENDIX B – Comments and Responses to Comments on Draft EIR**
- APPENDIX C – Congestion Management Plan Analysis**

## LIST OF FIGURES

<u>Figure</u>	<u>Title</u>	<u>Page</u>
2-1	Regional Location of the Redevelopment Project Area.....	2-5
2-2	NTC Redevelopment Project Vicinity .....	2-6
2-3	Proposed Uses, NTC Redevelopment Project.....	2-7
4.1-1	Surrounding Land Uses .....	4.1-3
4.1-2	Lindbergh Field Overlay Zones on the Project Area .....	4.1-10
4.1-3	Areas Subject to Tidelands Trust Land Use Restrictions and Proposition D Height Restrictions .....	4.1-17
4.2-1	Primary Offsite Roadways and Average Daily Traffic Volumes .....	4.2-7
4.2-2	Onsite Roadways and Gates .....	4.2-11
4.2-3	Buildout Condition Forecasted Daily Traffic Volumes .....	4.2-19
4.3-1	Historic Resources Determined to be Eligible for Listing in the National Register.....	4.3-9
4.6-1	Biological Resources at the Project Area.....	4.6-3
4.7-1	Geologic Map of the Project Area.....	4.7-2
4.7-2	Regional Fault Map.....	4.7-5
4.7-3	Soil Associations within Project Area and Vicinity.....	4.7-8
4.10-1	Hazards at the Project Area.....	4.10-2
4.11-1	Community Visual Quality Character Units .....	4.11-7
4.11-2	Visual Quality Character Units and Ratings at the Project Area .....	4.11-10
4.12-1	Noise Monitoring Locations.....	4.12-2
4.12-2	Lindbergh Field Noise Contours .....	4.12-5
4.12-3	Lindbergh Field Noise Contours on the Project Area .....	4.12-7
4.12-4	Land Use-Noise Level Compatibility Standards.....	4.12-9
4.14-1	Schools and Fire Stations within Project Area and Vicinity .....	4.14-2
4.14-2	Community Recreational Facilities .....	4.14-4
7-1	Cumulative Projects .....	7-2

LIST OF TABLES

<u>Table</u>	<u>Title</u>	<u>Page</u>
ES-1	Summary of Environmental Impacts and Mitigation Measures.....	ES-9
2-1	NTC Redevelopment Project - Development Program.....	2-8
4.2-1	Project Study Area Roadway Characteristics, Existing Traffic Volumes, and Level of Service.....	4.2-3
4.2-2	Summary of Intersection Operations.....	4.2-9
4.2-3	NTC Redevelopment Project Significance of Roadway Segment Impacts under Buildout Traffic Conditions .....	4.2-16
4.2-4	Significance of Freeway Segment Impacts under Buildout Traffic Conditions .....	4.2-22
4.2-5	Evaluation of Significance of Project-Related Traffic Impacts, Intersections .....	4.2-25
4.2-6	Summary of Internal Daily Traffic Volumes and Roadway Segment Levels of Service with Proposed Improvements.....	4.2-31
4.2-7	Factors Precluding Project Study Area Roadway Widening .....	4.2-35
4.2-8	Summary of Intersection LOS under Alternative Mitigation Scenarios - Buildout Traffic Conditions .....	4.2-43
4.3-1	Structures at the Project Area Eligible for Listing in the NRHP .....	4.3-7
4.4-1	Estimated Population Growth in San Diego County MSA .....	4.4-2
4.4-2	Growth in Total Employment within San Diego County MSAs .....	4.4-3
4.4-3	Total Civilian Employment by Industry for San Diego County .....	4.4-4
4.4-4	Central MSA Income Data (1990) .....	4.4-5
4.4-5	Income Data for Community Plan Areas .....	4.4-5
4.4-6	Total Housing Units in the Project Area and Vicinity .....	4.4-6
4.4-7	Estimated Employment at Full Build-Out.....	4.4-8
4.4-8	Regional Economic Impacts.....	4.4-9
4.5-1	Water Demand.....	4.5-5
4.5-2	Non-Residential Land Use .....	4.5-7
4.5-3	City of San Diego Waste Generation Rates .....	4.5-10
4.6-1	Sensitive Species Detected at the Project Area.....	4.6-5
4.7-1.	Seismic Parameters for Major Active Faults within 60 Miles of the Project Area .....	4.7-6
4.9-1	Ambient Air Quality Summary - Downtown San Diego 12 <sup>th</sup> Street Monitoring Station .....	4.9-2
4.9-2	Summary of 1988 Air Emissions at NTC San Diego.....	4.9-3
4.9-3	California and National Ambient Air Quality Standards .....	4.9-4
4.9-4	Emissions Thresholds.....	4.9-5
4.9-5	Operational Emissions.....	4.9-6
4.9-6	Maximum Predicted 8-Hour Carbon Monoxide Concentrations at Existing Intersections .....	4.9-7
4.9-7	Construction Emissions Due to Disposal, Reuse, and Military Family Housing Development.....	4.9-8
4.9-8	Construction Emissions Due to Disposal and Reuse .....	4.9-8

LIST OF TABLES (Continued)

<u>Table</u>	<u>Title</u>	<u>Page</u>
4.11-2	Visual Quality Ratings for Roseville, Loma Portal, and Midway Communities .....	4.11-6
4.11-3	Visual Quality Ratings for the Project Area.....	4.11-9
4.12-1	Noise Measurements at Monitoring Locations in the Project Area .....	4.12-1
4.12-2	Existing Traffic Noise Levels and Contour Distances .....	4.12-3
4.12-3	City of San Diego Noise Ordinance Limits .....	4.12-10
4.12-4	Future Traffic Noise Levels and Contours (Buildout Year) .....	4.12-12
4.12-5	Future Traffic Noise Levels at the Military Family Housing Development (Buildout Year) .....	4.12-14
4.13-1	Remediation Sites at the Project Area.....	4.13-3
4.13-2	Buildings Surveyed for Asbestos-Containing Material .....	4.13-6
4.14-1	Enrollment and Operating Capacities for Schools within the Region (1998-1999 School Year) .....	4.14-3
4.14-2	Community Recreational Facilities .....	4.14-5
5-1	Summary of Alternatives .....	5-3
5-2	Comparison of Impacts of Project and Alternatives .....	5-4