Centre City Development Corporation

DATE ISSUED: June 8, 2010 **REPORT NO.** PC-10-048

ATTENTION: **Planning Commission, Agenda of June 17, 2010**

SUBJECT: FIRE STATION NO. 2 (BAYSIDE) – CENTRE CITY PLANNED/ COASTAL DEVELOPMENT PERMIT 2010-27. PROCESS 5

OWNER/ APPLICANT: City of San Diego Redevelopment Agency/Centre City Development Corporation

SUMMARY

Issue - Should the Planning Commission recommend to the City Council the approval of Centre City Planned/Coastal Development Permit (P/CDP) 2010-27 for the Fire Station No. 2 (Bayside) project in the Downtown Community Plan Area?

Staff Recommendation: **Recommend approval** of Centre City P/CDP 2010-27 for the Fire Station No. 2 (Bayside) project.

Centre City Development Corporation Recommendation: At its May 26, 2010 meeting, the Centre City Development Corporation ("Corporation") Board of Directors voted 6-0 to recommend approval of Centre City CPDP 2010-27.

Community Planning Group Recommendation: On May 19, 2010, the Centre City Advisory Committee (CCAC) voted 18-1, with 2 recusals, to recommend approval of Centre City C/DP 2010-27.

Other Recommendations: On February 2, 2010, the Little Italy Association Board of Directors ("LIA Board") adopted the attached resolution recommending that the Corporation take a "go slow" approach on the construction of the project until certain conditions have been met. On May 10, 2010, the Little Italy Residents Association (LIRA) sent a letter in support of the project to Councilmember Faulconer (attached).

Environmental Review: This project is covered under the Final Environmental Impact Report (FEIR) for the Centre City Redevelopment Plan certified by the Redevelopment Agency ("Agency") in compliance with the California Environmental Quality Act (CEQA). The FEIR is a "Program EIR" prepared in compliance with State CEQA Guidelines Section 15168. In accordance with Agency's procedures, an Environmental Secondary Study (ESS) has been prepared which has made certain findings with respect

to the impacts on the environment compared to the analysis performed in the FEIR. The environmental effects of the proposed project were adequately addressed in the FEIR and the ESS, and the proposed project is within the scope of the development program described in the FEIR. Therefore, no further environmental review is required under CEQA.

Fiscal Impact Statement: Funds in the amount of $20,800,000 are available in the Fiscal Year 2010 (FY2010) Agency budget for the design, construction, furniture, fixtures and equipment (FF&E) and purchase of one fire vehicle for the Fire Station No. 2 (Bayside) project. Funds in the amount of $190,000 are available in the FY2010 Agency budget (Public Art – 2% Ordinance set aside) for the design, fabrication and installation of the project's public artwork.

Code Enforcement Impact: None.

Housing Impact Statement: None.

BACKGROUND

The Centre City Public Facilities Financing Plan (April 2005) and Downtown Community Plan (March 2006) anticipated the need for new fire-rescue facilities in the downtown area to accommodate a growing population and an increasing demand for emergency services. During the research, development and adoption of the two plans, Corporation staff worked closely with representatives of the City of San Diego ("City") Fire-Rescue Department ("Fire-Rescue") on facility improvement and expansion projects, and particularly in selecting sites to accommodate two new fire stations in downtown. Efforts were focused on finding priority sites in two areas (the northern portion of East Village and the western waterfront) where additional stations and personnel were determined to be necessary to decrease response times and provide adequate coverage in the downtown area.

In early 2006, through the Corporation, the Agency purchased a 10,000 square-foot site at the southeast corner of Pacific Highway and Cedar Street in the Little Italy neighborhood for the purpose of developing a future fire station for the City. The site met the crucial requirements that a new station be located west of the railroad tracks in downtown to address emergency response delays resulting from rail activity, and be proximate to the Harbor Drive/Pacific Highway corridor for easier access to all downtown waterfront properties. Also in 2006, the Agency purchased a site north of Broadway between 13th and 14th streets in the northern portion of the East Village neighborhood for a future fire station. After the purchases, the Corporation and Fire-Rescue staff collaboratively determined that priority should be given to the Little Italy site for development of a new station.

Fire-Rescue has developed a Fire Station Master Plan (FSMP) for city-wide fire station planning and prioritization purposes, in accordance with the City's General Plan, as a means of identifying the communities in which additional fire stations are needed to achieve service-level objectives. The methodology used to prepare the FSMP was to evaluate each community on the basis of four principal risk factors: (1) response-time compliance, (2) annual incident response volume, (3) square miles protected, and (4) firefighter-to-1,000 population. Of the 16 City fire stations that are in various stages of planning and development, and considering the principal risk factors, the FSMP places Fire Station No. 2 (Bayside) as priority number 6. The FSMP has been reviewed by the City Council's Committee on Public Safety and Neighborhood Services, which voted to forward it to the full City Council with a recommendation of approval.

On December 7, 2009, the Agency approved an agreement with the firm of Rob Wellington Quigley, FAIA for architectural and engineering design, permitting and bidding services for the Fire Station No. 2 (Bayside) project. On January 9, 2010, the Corporation hosted a community meeting to kick off the design of the new station at the San Diego Firehouse Museum in Little Italy. Approximately 50 downtown residents, businesses and property owners and members of the public attended the meeting, which included presentations by the design and public artist teams. The design and public artist teams have considered many of the comments/concerns expressed by the public during a question/answer section as they have been developing a set of basic concept/schematic drawings for the project.

Attached is a resolution adopted by the LIA Board on February 2, 2010 recommending that the Corporation take a "go slow" approach on the construction of the project until certain conditions have been met. The City's Fire Chief and Corporation staff addressed the resolution, its conditions and other LIA Board questions and concerns as part of a presentation at the May 4, 2010 LIA meeting. On May 10, 2010, the LIRA sent the attached letter in support of the project to Councilmember Faulconer. Corporation staff provided a project update to the LIRA on May 11, 2010.

DEVELOPMENT TEAM

ROLE	FIRM/CONTACT	OWNERSHIP
Property Owner	City of San Diego Redevelopment Agency	N/A
Project Applicant	Centre City Development Corporation on behalf of the Redevelopment Agency John W. Collum, Senior Project Manager	N/A
Architect	Rob Wellington Quigley, FAIA Bob Dickens, Project Architect	Rob Wellington Quigley

PROJECT DESCRIPTION

The following is a summary of the project:

Site Area	10,000 sq. ft
Maximum Floor Area Ratio (FAR) Minimum FAR Required Proposed FAR	4.0 N/A 1.6
FAR Incentives, Exemptions or Bonuses	N/A
Stories / Height	3 stories / 60 feet
Parking Required Proposed	 N/A 16

DISCUSSION

The project is governed by the 1992 Centre City Community Plan as the site is located within the Coastal Zone and the 2006 Downtown Community Plan and amendments to the Centre City PDO have not been certified by the Coastal Commission at this time. The site is located within the Commercial Office land use district, which is intended to accommodate government, business and professional offices, hotels, judicial facilities and a variety of support commercial services and residential development. In addition, the site lies within The Pacific Highway - County Administration Center Design Zone ("CAC Design Zone"), where new developments on the east side of Pacific Highway are subject to a set of design guidelines intended to create a unified architecture district with a strong civic identify focusing on the historic County Administration Center (CAC) and grounds. The County of San Diego administrative staff has reviewed the project as required by the CAC Design Zone and has provided comments on this project for consideration (see discussion later in report).

When the 2006 PDO amendments go into effect in this area (estimated in early 2011), the site will be located in the Employment/Residential Mixed-Use District, which is similar to the Commercial Office District. The permitted FAR for this site is 4.0, which the project is well under at 1.6 (note that the 2006 Minimum FAR requirements of 2.5 are not yet applicable to this site).

Site Description

The 10,000 square-foot project site is located at the southeast corner of Pacific Highway and Cedar Street, an important gateway into the Little Italy neighborhood and across from the CAC building and parking lots (sites for future parks). Surrounding uses include a two-story

commercial building and one-story warehouse building to the east, a five-story hotel to the south, and a drive-through restaurant and the one-story Monarch School to the north.

Project Analysis

The proposed Fire Station No. 2 (Bayside) project consists of a three-story building constructed of concrete block and a stucco surface material. The first floor will contain a drive-through apparatus bay that will accommodate engine, truck, medic or other fire-rescue vehicles. This floor also contains a public lobby and administrative offices. The living and sleeping quarters for the fire staff will be on the second and third floors. The third floor also contains an exercise room and an outdoor roof deck adjacent to the kitchen and dining area.

The project contains two driveways. The Pacific Highway driveway will be the entry for the fire vehicles and the entrance/exit for the driveway to the underground parking area, which contains 16 spaces for the fire crew. The fire vehicles will exit the site through the Cedar Street driveway, enabling them to head west, and then north or south on Pacific Highway, or east on Cedar Street into the Little Italy neighborhood and the remainder of downtown.

The building is set back 15 feet along Cedar Street as required by the PDO to provide a widened view corridor and pedestrian promenade from the Little Italy neighborhood to the CAC and San Diego Bay. A double row of jacaranda trees will be provided on the eastern half of the Cedar Street frontage consistent with the design theme of this promenade, although no trees may be provided in the widened exit driveway area. The area between the jacarandas and the building is designed as stepped concrete benches to create an informal gathering area for station visitors and pedestrians. The northwest corner of the site, where Pacific Highway and Cedar Street converge, is provided with a small plaza complimentary to the CAC building courtyard. Along Pacific Highway, the project will incorporate the North Embarcadero Visionary Plan streetscape improvements, including Mexican fan palms.

The project will be designed to achieve LEED Silver rating or above. The building contains a series of green roofs on the third and roof levels, and provides an angled roof canopy over the elevated atrium element that will contain photovoltaic panels. The building will also incorporate a "green wall" on a portion of the west elevation where a vine will cascade from the third floor planters down an open mesh screen to provide additional landscaping near the corner of the project and to mitigate the sun exposure into the apparatus bay.

The project will also contain a public art component and an artist team has been selected. The artist team is collaborating with the architect to incorporate the public art program into the project design, which proposes to include an art element within the corner plaza.

THE PACIFIC HIGHWAY – COUNTY ADMINISTRATION CENTER DESIGN ZONE

The objective of this overlay zone is to create a unified architectural district that creates a visually consistent "frame" around the historic CAC building. New buildings should emphasize compatibility of form, materials and colors without attempting to mimic or replicate the historic building. Projects within the CAC Design Zone are reviewed by the County of San Diego Chief Administrative Officer as part of the design review process. This review is based on the Design Guidelines for CAC Design Zone of the Community Plan (see attached "CAC Design Guidelines"). In April 2010, Corporation staff and the architect met with County staff on the preliminary design. The County has provided staff with comments/recommendations on the project, which are attached to this report and summarized as follows:

1. Based on the unique and public-serving nature of this facility, the County recognizes the need to allow for some exceptions to the development standards of the PDO. The County also commends the commitment to achieve green building standards with this facility.

2. The County has some concerns regarding fire vehicles turning around on Pacific Highway to facilitate the return of fire vehicles to the station and potential traffic and safety issues that this could produce.

   Corporation Response: Corporation staff and the design team will continue to work with Fire-Rescue to identify the safest and most efficient means of facilitating the return of fire vehicles to the station from Pacific Highway, which may include utilizing the surrounding street network to access northbound Pacific Highway.

3. In light of the CAC Design Guidelines, the County urges exploring additional opportunities to enhance the architectural relationship between the fire station and CAC buildings by including design elements to enhance building articulation, window module and cornice, and incorporation of ornamentation details on the building and/or in the small plaza or entry area, potentially utilizing tile or other materials reflective of the CAC.

   Corporation Response: Corporation staff and the design team agree that ornamental details reminiscent of the CAC building would enhance the abstract relationship between the two buildings. The fire station drawings have been revised to indicate these materials/details will be concentrated at the public entry, as is the case for the CAC building. The architect envisions the use of natural, weathered brass for the front door eyebrow and signage. Ceramic tile, similar in color, scale and pattern to the CAC building, will be used as an accent in this area. In addition, stucco expansion joints will be carefully combined to reflect the CAC building proportioning system.

4. The County appreciates the proposed design's sensitivity to the historic CAC as the centerpiece of the CAC Design Zone. The County concurs that the relationship between the two structures should be subtle and that the fire station should be original and not represent a literal effort to replicate the CAC.

   Corporation Response: Corporation staff agrees that the design team has accomplished these objectives within the proposed project design.

PLANNED DEVELOPMENT PERMIT

The proposed project is subject to the development standards of the 1992 Centre City PDO, as amended. The project does not comply with the following PDO development standards and seeks deviations through the approval of a Planned Development Permit (PDP):

1. Allowance of a driveway on Pacific Highway (typically not permitted).
2. Increase in the Cedar Street driveway width from 30 to 42 feet.
3. Reduction in the required distance of the Cedar Street driveway from the Pacific Highway curb line from 65 to 32 feet.
4. Increase in the total permitted linear feet of driveways on the site from 20 to 62 based on the size of the lot (1 linear foot allowed per 500 sq. ft. of site area).

Pursuant to Section 143.0401 of the Land Development Code, the purpose of a PDP is:

> *"to provide flexibility in the application of development regulations for projects where strict application of the base zone regulations would restrict design options and result in a less desirable project. The intent of the Planned Development Permit regulations is to accommodate, to the greatest extent possible, an equitable balance of development types, intensities, styles, site constraints, project amenities, public improvements, and community and City benefits."*

In order to accommodate this much needed public safety facility on the site with its circulation and vehicular access needs, deviations have been proposed to the above standards. These development standards were generally established with the intent to minimize the number and size of driveways, and to avoid locating driveways on the busiest streets downtown. However, the project has been designed as drive-through facility, highly preferred by the Fire-Rescue, to avoid vehicles having to back into the building bays (thereby minimizing potential blocking of Cedar Street and the associated beeping noise from the back-up movement) and the width of the Cedar Street driveway is necessary to accommodate fire vehicle maneuvering.

In order to approve a PDP, the following five findings must be made. It is staff's conclusion that the findings for approval of the permit can be made, as follows:

(1) The proposed development will not adversely affect the applicable land use plan.

The Downtown Community Plan and the Final Environmental Impact Report prepared for it acknowledge the need for additional fire stations in the downtown area to serve its growing population and workforce. Fire Station No. 2 (Bayside) will provide much needed coverage on the west side of the railroad/trolley tracks and avoid delays associated with the track crossings. The modifications will allow for the proper development of the site and maximize the efficiency of fire station operations.

(2) The proposed development will not be detrimental to the public health, safety and general welfare.

The construction of a fire station at this location will enhance fire safety in the downtown area, especially for properties west of the railroad/trolley tracks. The proposed deviations to the driveway regulations are not significant and will not create traffic or pedestrian conflicts.

(3) The proposed development will comply with the regulations of the Land Development Code.

The development will comply with the Centre City PDO and Land Development Code, and the findings for approval of the deviations can be made as discussed herein. In addition, the findings for approval of a Coastal Development Permit can also be made as discussed later in this report.

(4) The proposed development, when considered as a whole, will be beneficial to the community.

The proposed Fire Station No. 2 (Bayside) will greatly improve fire safety services to the western portions of downtown and will fill a need identified in the Downtown Community Plan.

(5) Any proposed deviations pursuant to Section 126.0602(b)(1) are appropriate for this location and will result in a more desirable project.

The deviations to the driveway standards result in increased driveway access to the site above what is typically allowed in the downtown area, but the fire station use is unique and has special design requirements. The additional driveway on Pacific Highway and increased width of the Cedar Street driveway will facilitate appropriate access and turning movements for the fire safety vehicles, allowing for a drive-through facility. The traffic study prepared for the project has found that the project will not create significant traffic impacts.

COASTAL DEVELOPMENT PERMIT

The project is located within the Coastal Zone, and therefore, requires approval of a Coastal Development Permit. The following findings must be made in order to approve the Coastal Development Permit:

(1) *The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specific in the Local Coastal Program land use plan.*

The Fire Station No. 2 (Bayside) project is located along Cedar Street, a designated Green Street and View Corridor street in the Downtown Community Plan. The project will provide the required 15-foot wide setback for the building, which provides for enhanced views to San Diego Bay, and provides a widened public esplanade which allows for a double row of Jacaranda trees to enhance the pedestrian experience connecting the Little Italy neighborhood to the bayfront. The design of the project is in compliance with both public accessway and view corridor requirements of the Downtown Community Plan, Centre City PDO and Centre City Streetscape Manual which make up the Local Coastal Program land use plans for the downtown area.

(2) *The proposed coastal development will not adversely affect environmentally sensitive lands.*

The site does not contain any environmentally sensitive lands as it is currently entirely improved with a building and paved parking area. The proposed project will not change this condition.

(3) *The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.*

The project will comply with all applicable regulations for the downtown area, subject to approval of the PDP for the deviations previously discussed (and allowed under the City's Land Development Code). The project fulfills an identified need in the Downtown Community Plan and complies with the view corridor and public access requirements for the site under the Local Coastal Plan.

DESIGN REVIEW

The proposed Fire Station No. 2 (Bayside) project has been designed to complement, but not attempt to imitate, the historical CAC building while providing an attractive entrance element to the Little Italy neighborhood from Pacific Highway. The building incorporates eggshell color stucco that will have a smooth, troweled finish to resemble concrete and large window elements with dark green frames. The building will have a low concrete base to serve as a protective element for the stucco along the street facades. A mixture of clear, spandrel and translucent glass will be utilized within the window systems to provide light and views into the apparatus bays while tempering the heat gain from the west orientation and maintaining privacy for the interior living areas overlooking the apparatus bay. A white corrugated metal material will be used on the elevated atrium in the middle of the building, on the living quarter walls facing the roof gardens, and on the underside of the angled roof canopy.

A key design element is the incorporation of landscaping into the project through green roofs and a vine wall. The third floor open decks provide an opportunity for landscape planters whose plantings may be visible to the surrounding neighborhood. The cascading trumpet vine element on the west elevation will provide additional greenery and color within this urban station that will compliment the CAC building landscaping across Pacific Highway. The green roofs on the upper level can contain shallow, low-maintenance landscape elements that can provide water retention and building cooling advantages while being visible from the surrounding community.

Overall, Corporation staff recommends that the building exhibits a design appropriate for its location within the CAC Design Zone and is an attractive element at the entry into the Little Italy neighborhood from Pacific Highway.

The project incorporates public art, as the artist team of Chuck Moffit, Ingram Ober and Marisol Rendón was selected through a Request for Qualifications process managed by the City's Commission for Arts and Culture ("Commission") in compliance with City Council Policy 900-11, "Inclusion of Public Art in Selected Capital Improvements Program and Redevelopment Agency Projects." The schematic artwork proposal consists of a sculpture that would be integrated into the plaza proposed in the northwest corner of the site where the Cedar Street and Pacific Highway sidewalks converge.

CONCLUSION

Staff recommends that the Planning Commission recommends that the City Council approve Centre City P/CDP No. 2010-27.

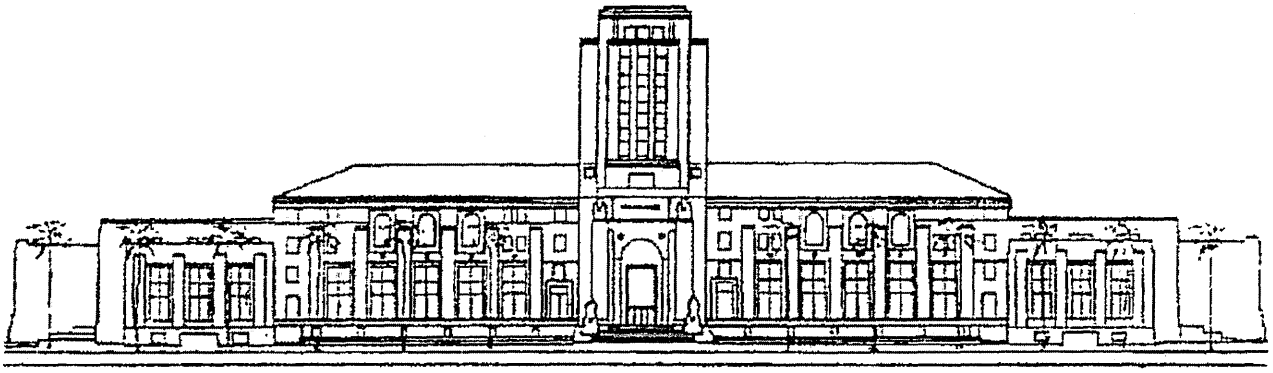
Respectfully submitted,

for Brad Richter
Assistant Vice President, Planning

Concurred by:

Frank J. Alessi
Executive Vice President &
Chief Financial Officer

Attachments: A – Design Guidelines for The Pacific Highway – County Administration Center Design Zone
B – County of San Diego Letter dated May 3, 2010
C – February 2, 2010 Little Italy Association Board of Directors Resolution
D – Little Italy Residents Association Letter dated May 10, 2010
E – Environmental Secondary Study
F – Draft Centre City P/CDP 2010-27
Basic Concept/Schematic Drawings



Design Guidelines
for
The Pacific Highway - County Administration Center Design Zone

Prepared by:
Gerald Gast and Daniel Hillmer, Urban Design and Architecture

Foreword

The following text describes proposed Design Guidelines for The Pacific Highway - County Administration Center Design Zone of Centre City.

Although the Guidelines accommodate the Height and Floor Area Ratio limits proposed in the Preliminary Centre City San Diego Community Plan (February, 1990), it is recognized these limits are still a matter of public discussion.

Design Guidelines
for
The Pacific Highway - County Administration Center
Design Zone

A. Objectives

B. Streetscape

1. Street Lighting
2. Sidewalk Paving
3. Street Trees
4. Vehicular Access

C. Street Level Design Guidelines

1. Street Wall
2. Street Level Activities, Transparency and Entrances
3. Plazas

D. Architecture

1. Relationship to the County Administration Center
2. Materials and Colors

E. Special Locations

1. Cedar Street

A. Objectives

The Pacific Highway-County Administration Center Design Zone is bounded by the Pacific Highway on the west, Grape Street on the north, the Santa Fe Railroad right-of-way on the east, and Ash Street on the south.

The objective of the Pacific Highway-County Administration Center Design Zone is to create a unified architectural district with a strong civic identity focusing on the historic County Administration Center and grounds.

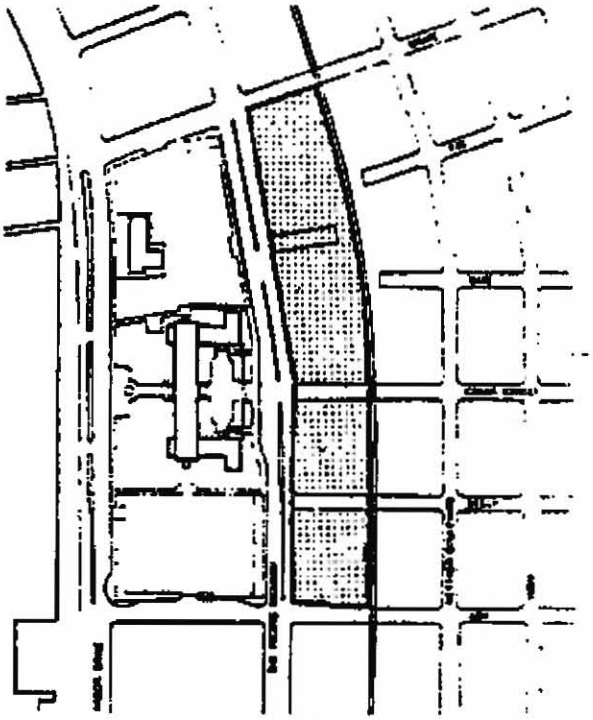
The County Administration Center, listed on the National Register of Historic Places, has been one of San Diego's most important public buildings since its dedication by President Franklin D. Roosevelt in 1938. The Centre City Community Plan recognizes the County Administration Center as an important focus of the downtown waterfront.

New development in the Pacific Highway-County Administration Center Design Zone should form a visually-consistent "frame" around the historic building. Within the Design Zone, buildings should emphasize compatibility of form, materials and colors with the County Administration Center.

The character of The Pacific Highway and Cedar Street are the other major concerns of the Design Zone.

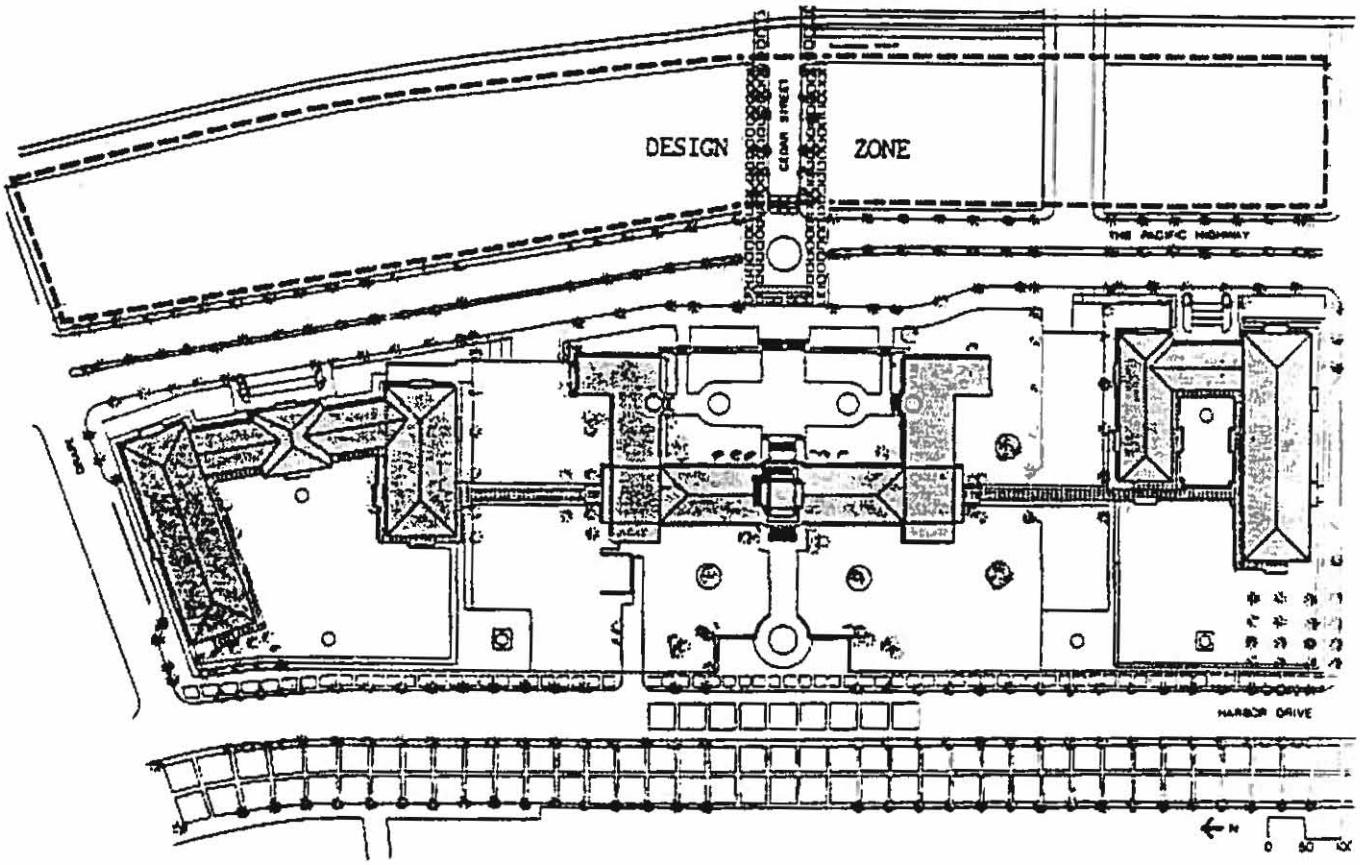
The Pacific Highway is an important civic boulevard. Its right-of-way width is to be increased, with widened sidewalks, a double row of palms and street lighting added.

Cedar Street is to become an improved pedestrian-oriented street linking the Harbor View neighborhood, trolley stop, County Administration Center and waterfront Esplanade along the Bay.



The County Administration Center Site

The conceptual plan for the County Administration Center calls for the addition of new low rise buildings to be built on the existing parking lots to the north and south of the present C.A.C. structure. The new buildings are to frame the historic structure as the centerpiece of the site, defining an enlarged public open space facing the waterfront. The existing western lawns and eastern entrance courtyard are to be preserved intact.



B. Streetscape

1. Street Lighting

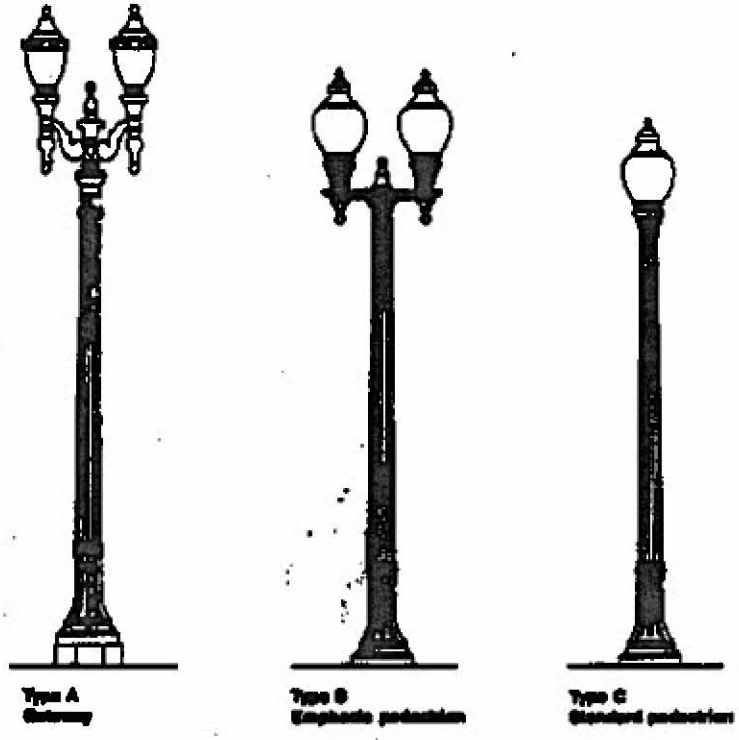
Street lighting in the Design Zone should follow the design standards listed in The Streetscape Design Manual Technical Supplement of the Centre City Development Corporation.

The designated standards for the Design Zone are:

The Pacific Highway and Ash Street:
Type A, Gateway Standard

Cedar Street:
Type B, Emphasis Pedestrian

Beech and Grape Streets:
Type C, Standard



2. Sidewalk Paving

Paving for all public sidewalk areas of the Design Zone should follow the "Class 3 Paving" standard of the Centre City Development Corporation, with the following supplementary requirements:

Sidewalk paving shall be continuous from the street curb to the front elevation of the building, interrupted only by tree grates which meet the safety requirements of Title 24 of the State Building Code. This requirement shall also apply to the entire ground level setback area on Cedar Street.

The walking surface shall be exposed aggregate concrete finish with a clay tile decorative header/trimcourse. Bomonite or other stamped concrete surfaces are not acceptable. The concrete and masonry grout color should be limestone. Clay tiles shall be red, preferably 12" x 12" in size.

All requirements for Curbs, Gutters, Handicapped Ramps and Utility Covers listed in the Streetscape Design Manual of the Centre City Development Corporation shall apply to the Design Zone.

3. Street Trees

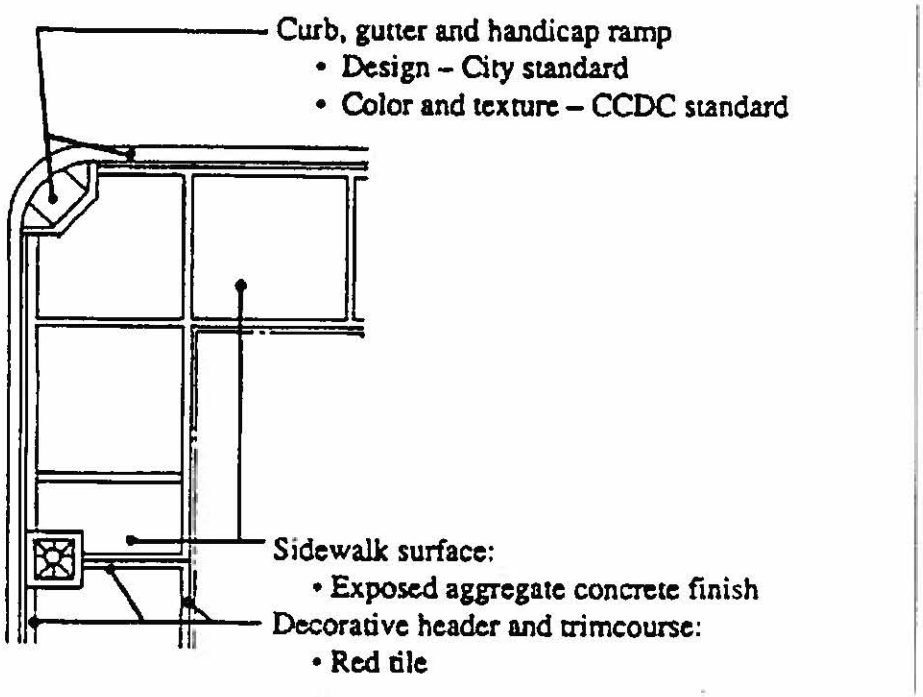
Street tree standards, including tree spacing, tree grates, root control barriers and irrigation requirements listed in the Streetscape Design Manual of the Centre City Development Corporation shall apply to the Design Zone. Street tree selections are as follows:

The Pacific Highway:
Palm (double row)
Ash and Cedar Streets:
Jacaranda (double row on Cedar Street)
Beech and Grape Streets:
Podocarpus

4. Vehicular Access

Curb cuts for driveways on The Pacific Highway are prohibited. Exceptions are granted if the parcel size is at least 15,000 square feet. When exceptions are granted, curb cuts shall be limited to one per parcel or development and shall be no more than 27 feet in width.

On all other streets of the Design Zone, curb cuts shall be limited to one per parcel or development and shall be no more than 27 feet in width.



C. Street Level Design Guidelines

1. Street Wall

The Street Wall Development Standards described in the "Urban Design Criteria" of the Centre City Community Plan shall apply to all properties of the Design Zone.

Ground Level Setback: Cedar Street

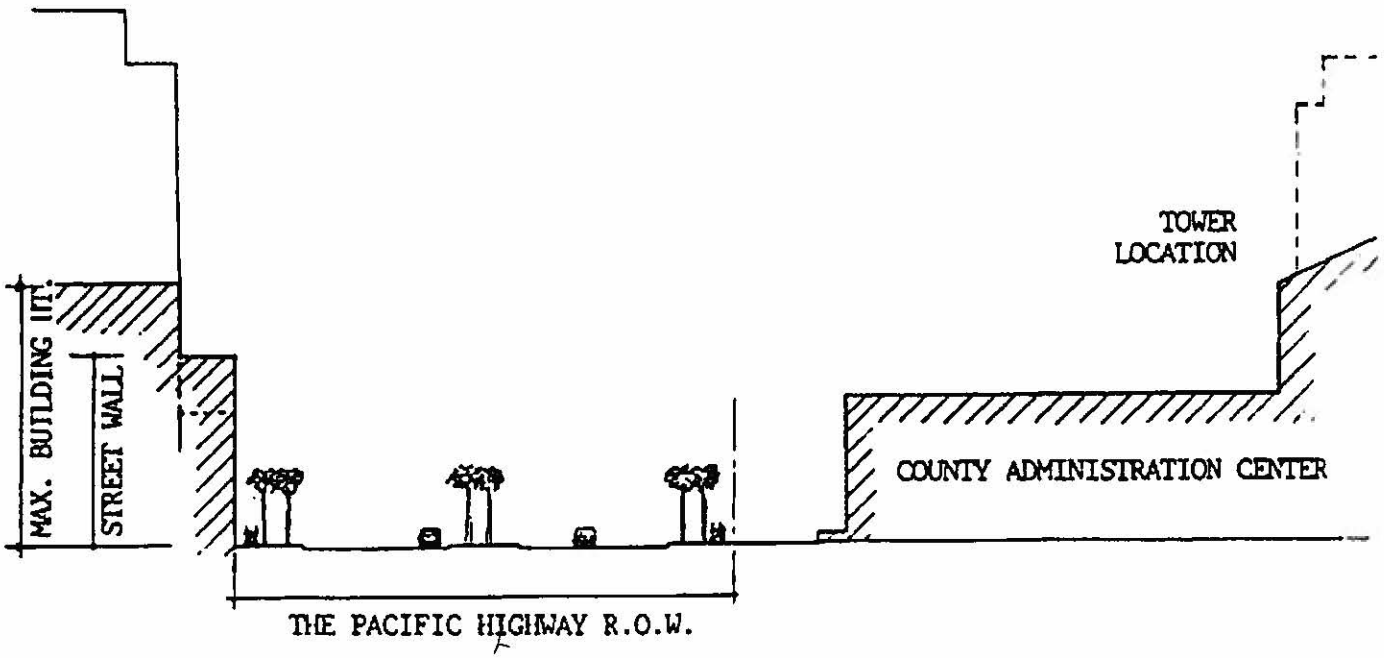
A ground level setback of 15 feet, measured from the property line, shall be required on Cedar Street.

Street Wall Height, Length and Location

The street wall shall be located on, or within, five feet of the property line. On properties where a ground level setback is required, the street wall shall be located on the ground level setback line.

Where sidewalk widening is required, setback and stepback standards shall be referenced to the line established by the new sidewalk width.

- Minimum Street Wall height: 30 feet.
- Minimum Street Wall length: The Street Wall shall be 100% of the total linear street frontage. Exterior open spaces that meet the standards of the Centre City Community Plan may reduce the required Street Wall length by up to 25%.



Section. The Pacific Highway and Street Wall.

Upper Level Stepbacks

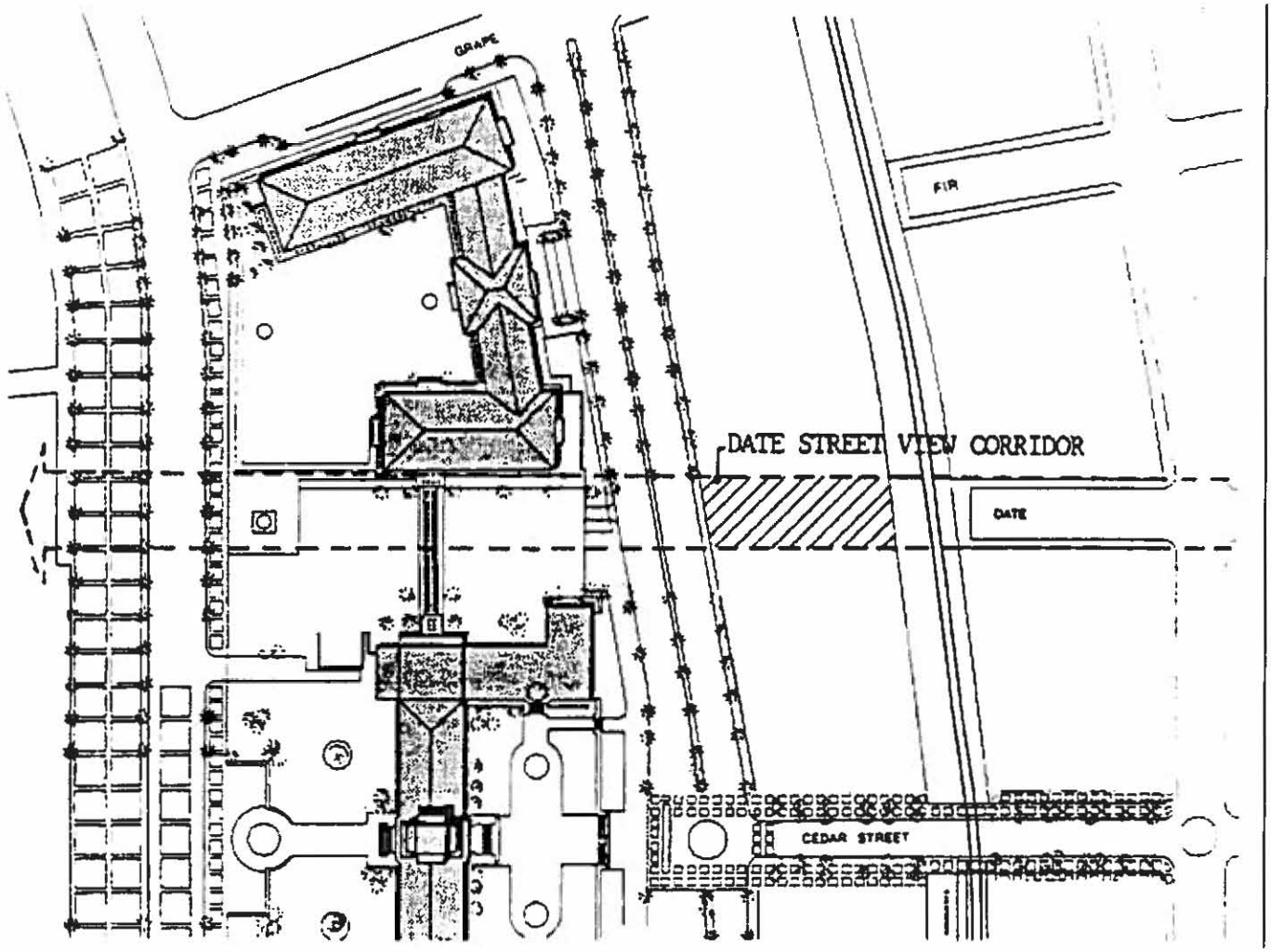
The following Street Wall Stepbacks measured from the property line shall be required:

	Stepback Property Line	Maximum Stepback Elevation
Ash Street	25 feet	50 feet
Beech Street	15 feet	30 feet
Cedar Street	30 feet	50 feet
Grape Street	15 feet	50 feet

Date Street View Corridor

The Date Street View Corridor, defined by the projection of the existing Date Street right-of-way toward the Pacific Highway, shall be preserved in the following manner:

Building heights within the projected View Corridor shall be limited to one story. An upper level stepback of 15 feet from the projected View Corridor line shall also be observed.



2. Street Level Activities, Transparency and Entrances

The following provisions of the "Urban Design Criteria" of the Centre City Community Plan are important requirements in the Design Zone:

- Street level activities are required on 70% of the first story Street Wall facing all public streets.
- Street level transparency and blank wall requirements shall apply to all property frontages.
- Requirements for pedestrian entrances described in the general "Urban Design Criteria" shall apply to all property frontages on the east side of the Pacific Highway.
- Property frontages on Ash, Beech, Cedar and Grape Streets shall each provide at least one pedestrian entrance.

3. Plazas

The Plaza Design Standards described in the "Urban Design Criteria" of the Centre City Community Plan shall apply, with the following additional requirement:

In the case of proposed exceptions to required Street Level Development Standards, the depth of approved street-facing plazas on the east side of the Pacific Highway shall be limited to fifty (50) feet. Gaps in the street wall that penetrate the full depth of properties fronting the Pacific Highway are discouraged.

One story pedestrian-level covered walkways such as arcades and colonnades are encouraged at the base of buildings, including locations at plaza edges, to improve the relationship of the building to human size and provide transitions between indoor and outdoor spaces.
Open-air covered walkways may be either recessed or projected. Interpretation of the Street Wall and Plaza Design Standards shall not limit the use of such open walkways.

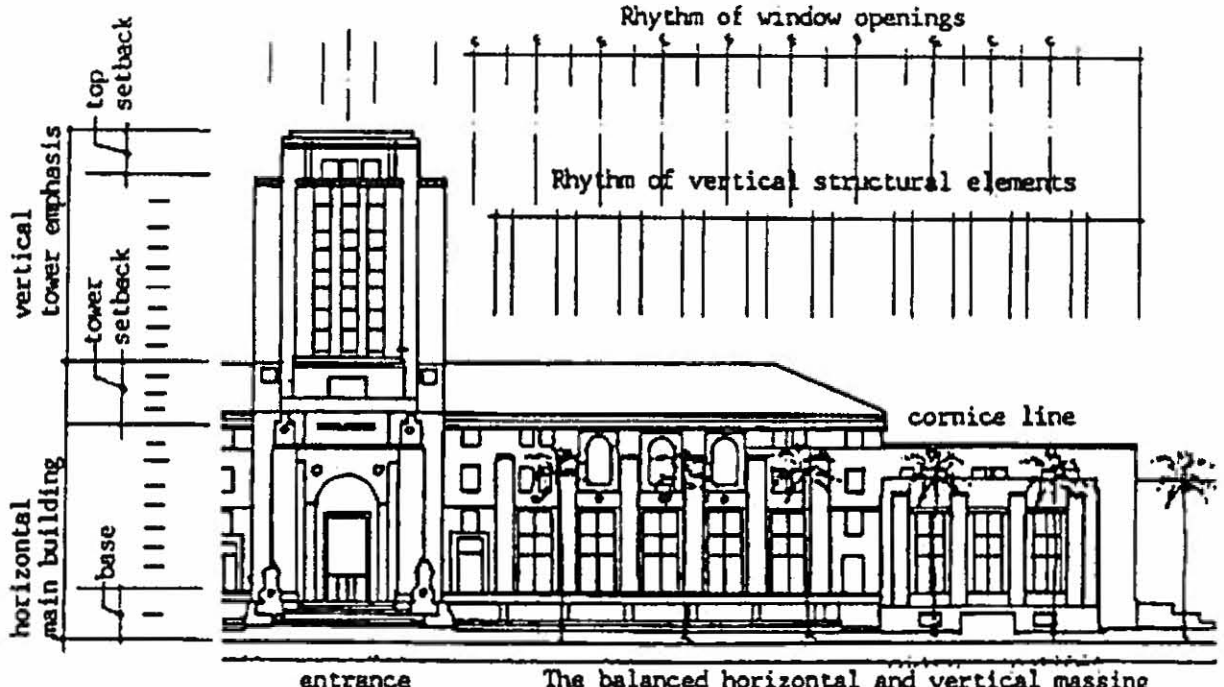
D. Architecture

1. *Relationship to the County Administration Center*

New buildings in the Design Zone should develop a strong complimentary relationship to the County Administration Center, but should not try to mimic or replicate the original building. Careful relationships should be developed through similar building form, color, proportions of building components and detailing of the Street Wall.

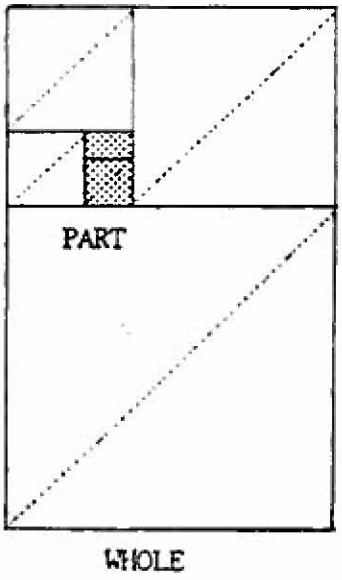
The principles underlying the design of the existing County Administration Center building are:

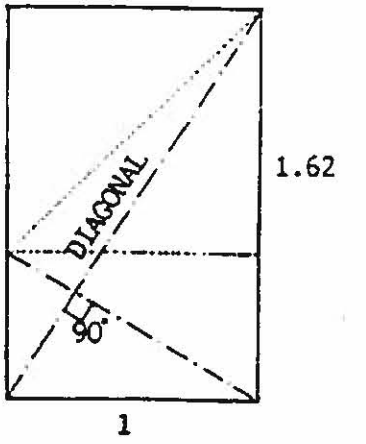
- The building form emphasizes a rhythm of vertically proportioned components (tower, pilasters, window openings), an articulated base, and an upper story with strong cornice and roof lines.
- The building components are divided into repetitive sub-units scaled to human size.
- Ornament and sculptural detail are located where special emphasis is desired, such as at entrances, window surrounds, ornamental bands and silhouette elements.
- The light colored plaster gives the building walls a luminous quality and enhances their relationship to exterior spaces.
- A consistent proportional system is used to visually unify the many building components.
- Palm trees and other plantings contribute to the landscape character of the exterior spaces surrounding the building.



The balanced horizontal and vertical massing of the County Administration Center visually anchor the building to its site and create an architectural focus for the waterfront.

Design Principles of the County Administration Center





GOLDEN RECTANGLE
ratio of sides = 1/1.62

The Classical Proportions of the County Administration Center

The intent of a proportioning system is to give an underlying order to the visual composition of a building. A proportioning system establishes a consistent set of visual relationships between the parts of a building as well as between the parts and the whole. This gives a unifying rhythm to the building.

1. As a whole from a distance (Large Scale).
2. As an arrangement of parts when passing by.
3. As a sequence of spaces on the interior (Small Scale).

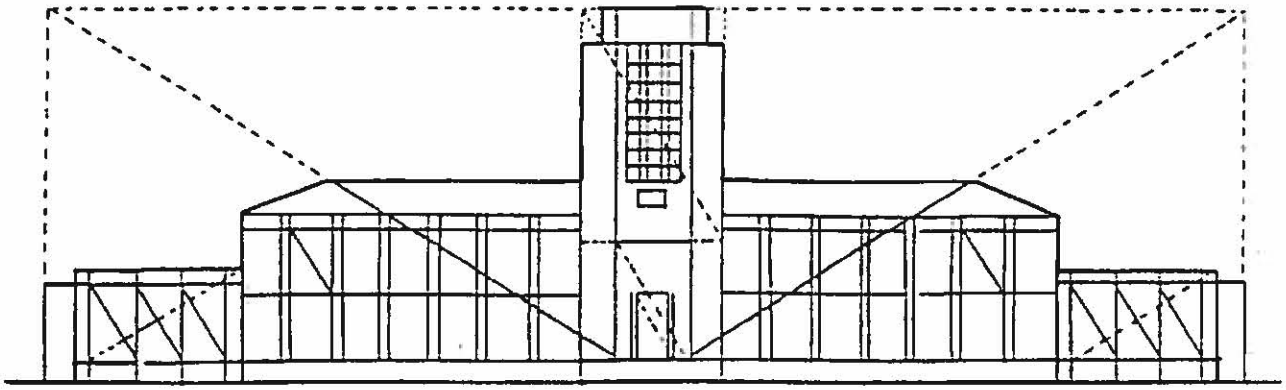
One of the relationships that has been in use since the Classical Period in architecture is the Golden Rectangle. Greek, Renaissance and modern architects have used the Golden Rectangle to give unity to the series of dimensions that compose buildings.

The Classical proportions of the Golden Rectangle are repeated at various scales in the composition of the County Administration Center.

Regulating Lines

If the diagonals of two rectangles are either parallel or perpendicular to each other, they indicate that the two rectangles have similar proportions. These diagonals, as well as the lines that indicate the alignment of things with one another, are called Regulating Lines. They can be used to control the proportion and replacement of building components and infer on the composition of the quality of rhythm.

The possible variations in the use of regulating lines to fix the basic geometry of a building facade are infinity. It is a means to an end, it is not a recipe. It insures harmony with diversity.



The Classical Proportions of the "Golden Rectangle" are repeated at various scales in the composition of the County Administration Center. This creates a harmonious relationship between the building components, exterior and interior.

2. Materials and Colors

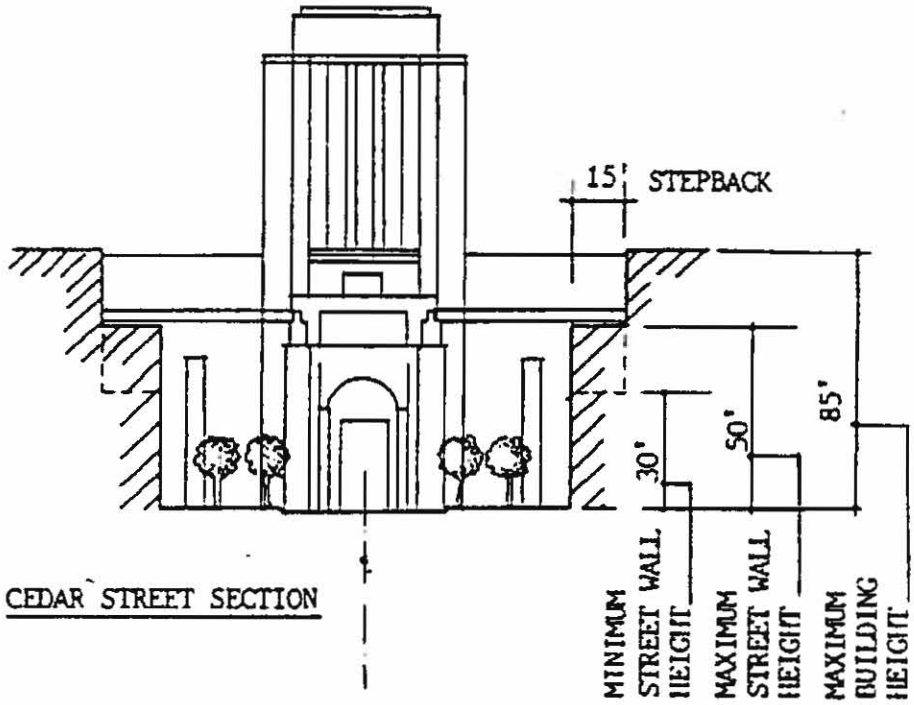
Building materials and colors in the Design Zone should be consistent in character with the existing County Administration Center.

- White or light colored concrete, cement plaster or glass fiber reinforced concrete is encouraged.
- Highly-saturated colors or dark colors, and highly reflective surfaces should be avoided, except in very small areas of detail. Dark or highly-reflective glass should not be used.
- Tile and low sculptural relief on concrete surfaces and fresco areas are encouraged when placed in locations of special interest such as entrances, window surrounds and ornamental bands.
- Window and door framing, light fixtures and architectural details may be light or dark, but should avoid bright and highly-reflective colors.

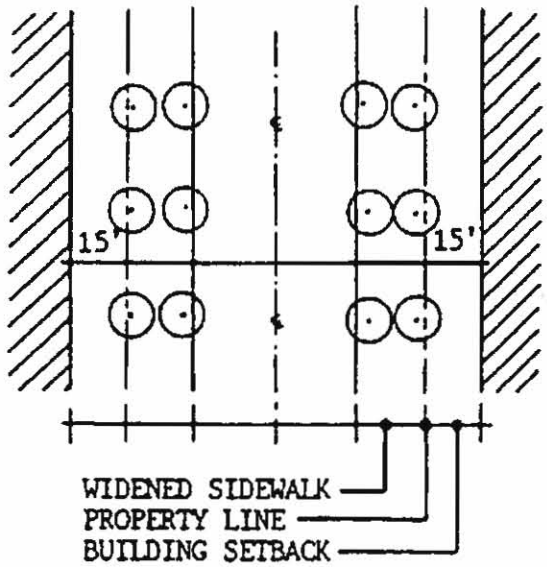
E. Special Locations

1. Cedar Street

Cedar Street is a pedestrian-emphasis street which will serve as the primary walking link between the Harbor View neighborhood, Trolley stop, County Administration Center and Waterfront. A widened sidewalk is to be created by a 15-foot ground level building setback.



CEDAR STREET SECTION



CEDAR STREET PLAN

ATTACHMENT B

County of San Diego

MIKEL HAAS
DEPUTY CHIEF ADMINISTRATIVE OFFICER
GENERAL MANAGER
(619) 531-5274
FAX: (619) 531-6439

COMMUNITY SERVICES GROUP

1600 PACIFIC HIGHWAY, SUITE 201, SAN DIEGO, CA 92101-2472

COUNTY LIBRARY
DEPARTMENT OF ANIMAL SERVICES
DEPARTMENT OF GENERAL SERVICES
HOUSING & COMMUNITY DEVELOPMENT
PURCHASING & CONTRACTING
REGISTRAR OF VOTERS

May 3, 2010

Mr. Frank Alessi, Executive Vice President
Centre City Development Corporation
401 B Street, Suite 400
San Diego, CA 92101-4298

Dear Mr. Alessi:

Thank you for facilitating the County of San Diego's review of the proposed Fire Station Number 2 (Bayside) project. We appreciate your staff's support, specifically Senior Planner John Collum and Assistant Vice President Brad Richter, for their extensive communication with the County and coordination of the April 14, 2010 presentation to County staff and policy advisors.

The County understands that the addition of Fire Station Number 2 (Bayside) on the site at Cedar Street and Pacific Coast Highway will substantially improve fire service to downtown San Diego, particularly in those areas west of the rail tracks. The County supports the development of this facility to enhance public safety.

Based on the unique and public-serving nature of this facility, we recognize the need to allow for some exceptions to the development standards of the Centre City Planned District Ordinance as identified in the Centre City Development Corporation (CCDC) staff report (April 14, 2009). We also commend the commitment to achieve green building standards with this facility.

The County acknowledges the attractive and functional design of the proposed fire station in this compact, high-profile location. We recognize your efforts to address traffic considerations at this location. The County does have some concerns regarding fire vehicles turning around on Pacific Highway and potential traffic and safety issues that this could produce. While traffic delays are not expected to be significant, we encourage your team to continue to work with the City of San Diego Fire-Rescue to identify the safest and most efficient means of facilitating the return of fire vehicles to the station from Pacific Highway. This

may include utilizing the surrounding street network (such as Kettner Boulevard south to Ash Street west) to access northbound Pacific Highway whenever possible.

In light of the Design Guidelines for the Pacific Highway- County Administration Center, the County also urges CCDC to explore additional opportunities to enhance the architectural relationship between the proposed Fire Station Number 2 (Bayside) and the County Administration Center. Potential design elements to consider include:

- Elements to enhance building articulation and, potentially include column articulation, window module, and cornice;

- Incorporation of ornamentation details on the building and/ or in the small plaza or entry area, potentially utilizing tile or other materials reflective of the County Administration Center.

We appreciate CCDC's and the architect's sensitivity to the historic County Administration Center as the centerpiece of this design district. The County concurs that the relationship between these two structures should be subtle. The fire station should be original and should not represent a literal effort to replicate the County Administration Center. The fire station should be a handsome yet seamless part of this important design zone, enhancing and responding to the City's historic center.

We are confident that your renowned local design team has the expertise to achieve this delicate balance with further refinement of the proposed design.

Thank you for your consideration of the County of San Diego's comments on this important project. Please feel free to contact me or my staff, Tom Fincher at (858) 694-2153, should you have any questions.

Sincerely,

MIKEL HAAS
Deputy Chief Administrative Officer
Community Services Group

cc: Brad Richter, CCDC (richter@ccdc.com)
John Collum, CCDC (collum@ccdc.com)

ATTACHMENT C

LITTLE ITALY RESOLUTION ON THE PROPOSED FIREHOUSE AT PACIFIC HIGHWAY AND CEDAR STREETS

Recommendation made by the LIA Sidewalk Operations, Beautification and Order (SOBO) Committee, January 15, 2010

Adopted by the LIA Board of Directors on February 2, 2010

At its January 15, 2010 meeting, the SOBO Committee discussed the location and implementation of the proposed Fire station at Pacific Highway and Cedar Streets. While the LIA is fully supportive of any and all efforts to ensure public safety, we believe that the location and logistics of this proposed new fire station are extremely problematic to the Little Italy Community, the adjacent hotels and the County employee parking circulation. Therefore, we submit the following resolution for consideration to the Board of Directors:

WHEREAS, the CCDC has agreed to fund the proposed fire station to be built "on the bayside of the railroad tracks" for public emergency purposes; and

WHEREAS, the proposed Fire station location is replacing a business and property that is currently paying sales taxes and property taxes to the City of San Diego and the replacement of the Fire station will do neither; and

WHEREAS, it is anticipated that the majority of calls, up to 90% of this new station's calls will be for airport related health emergencies; and

WHEREAS, the over 10 acre SD Fire Dept facility just west of Lindbergh Field on Harbor Drive have adequate room for the construction a similar fire station, is on the bayside of the railroad tracks and would be closer to the main generator of the calls for services at the airport; and

WHEREAS, the intersection of Pacific Highway and Cedar is perhaps the most congested intersection in the Downtown with ongoing rail traffic including Amtrak, the Coaster, BNSF freight trains and the Trolley shutting down California Street and Cedar multiple times per hour, every day; and

WHEREAS, the 10 – 12,000 square foot lot suggested for placement of this fire station is wholly inadequate for the ingress and egress of fire trucks at that station, which includes 2 floors of subterranean parking; and

LITTLE ITALY ASSOCIATION OF SAN DIEGO

1668 COLUMBIA STREET • SAN DIEGO, CA 92101 • 619-233-3898 • FAX 619-233-4866
MAIL@LITTLEITALYSD.COM • WWW.LITTLEITALYSD.COM

WHEREAS, the site is currently a contaminated site and the mitigation and cleanup of that site is a cost that must be borne by the CCDC;

WHEREAS, the LIA member adjacent hotels on Pacific Highway have had to contend with freight train whistles over the past ten years and the new fire station would simply aggravate this noise problem and led to reduced sales and occupancy;

WHEREAS, virtually no input has been solicited from the potentially affected residents from the Camden Tuscany, Kettner Row Homes, Metro lofts, Allegro Towers, Village Walk , Villa Maria and Porto Siena developments; and

WHEREAS, at a public meeting held by CCDC on Saturday January 9th, over 50 concerned residents showed up and expressed concerns about noise and traffic issues; and

WHEREAS, the superior location to place such a station, as recommended by LIA staff for the past 3 years, would have been at a similar sized lot at Juniper and Pacific Highway, if not the Harbor Drive facility; and

WHEREAS, the City just announced on January 27th that they will need to cut 11.5 million dollars from the Fire Dept budget this year which will result in reducing service levels at 13 fire houses (two in Downtown) and a 13% reduction in fire crews, simply to meet this year's budget needs, and

WHEREAS, the City does not have the personnel, nor will it have the personnel in the foreseeable future to staff this new station; and

WHEREAS, the County of San Diego seeks to relocate up to 700 cars from the current County parking lots to the County owned property at Kettner and Cedar creating a massive circulation problem when a proposed fire house, multiple passenger and freight train crossings and ingress and egress of the Camden Tuscany and County Parking structure will all occur within a 400 foot stretch of Cedar Street between Pacific Highway and Kettner Blvd. and

WHEREAS, the intersection of Cedar and California Street will be undergoing extensive construction in the coming two years due to the implementation of the Quiet Zone retrofitting process,

THEREFORE, BE IT RESOLVED THAT

The Board of Directors of the Little Italy Association will communicate to the Mayor, City Councilman Faulconer, the CCDC and the adjacent business and property owners that it recommends that the CCDC take a "go slow" approach

on the construction of the proposed bayside fire station at Pacific Highway and Kettner until such time that:

a. The quiet zone construction project has been completely implemented;
b. Alternative sites, including Juniper and Pacific Highway have been seriously re-visited as potential sites;
c. The Fire Dept. property just west of Lindbergh Field is investigated as a new potential site for the bayside fire station;
d. The County of San Diego determines if it is going to relocate its parking at the Kettner and Cedar site;
e. All other fire stations have been brought back to full staffing throughout the City.

Resolved and adopted on this date, February 2, 2010 by the Little Italy Association of San Diego

Steven J. Galasso
President
Little Italy Association

February 2, 2010
Date

ATTACHMENT D

LIRA

Little Italy
Residents
Association

May 10, 2010

Kevin L. Faulconer
Council President Pro Tem
Second District, City of San Diego
202 C Street
San Diego CA 92101

Dear Councilman Faulconer,

The Little Italy Residents Association (LIRA) supports the proposed Bayside Fire Station (Station #2) design and location on West Cedar at Pacific Highway and recommends the city move forward to complete this long-delayed project.

Little Italy is one of the county's densest communities and it continues to grow. Station #2 will provide much needed fire and emergency medical services to our residents and businesses from a location that will ensure reduced response times. We believe the design review process satisfactorily answered residents' concerns regarding potential traffic interference and noise. Both the station's design and San Diego Fire Department (SDFD) operating procedures will ensure that our constituents are well-served by Station #2.

Attaining 100% consensus on any new project is rarely possible these days. But a proposal to scrap the Station #2 design and start over will, in the best case significantly delay construction at great cost to the taxpayers – and in the worst case may hazard life and property in our community. We, therefore, urge you to support this public safety initiative and move forward with Station #2.

Many thanks to you and your staff for your service to the Second District!

Sincerely,

Christopher D. Bott
President

1608 INDIA ST #309, SAN DIEGO CA 92101

ATTACHMENT E

ENVIRONMENTAL SECONDARY STUDY

FOR THE

FIRE STATION NO. 2 (BAYSIDE)

MAY 2010

Prepared for: City of San Diego Redevelopment Agency
1200 Third Avenue, 14th Floor
San Diego, CA 92101

Preparation Administered by: Centre City Development Corporation
401 B Street, Suite 400
San Diego, California 92101

Prepared by: AECOM
1420 Kettner Boulevard, Suite 500
San Diego, California 92101

ENVIRONMENTAL SECONDARY STUDY

1. **PROJECT TITLE:** Fire Station No. 2 (Bayside)

2. **APPLICANT:** Centre City Development Corporation, on behalf of the City of San Diego Redevelopment Agency

3. **PROJECT LOCATION:** The project site consists of two approximately 5,000 square foot sites (APN 533 231 01 and APN 533 231 02) for a total of approximately 10,000 square feet (.23 acre) and is located at 1595 Pacific Highway on the southeast corner of the Cedar Street intersection in the Little Italy neighborhood within the Expansion Sub Area of the Centre City Redevelopment Project in downtown San Diego (Figure 1). Centre City includes approximately 1,500 acres of the metropolitan core of San Diego, bounded by Interstate 5 on the north and east and San Diego Bay on the south and southwest. Centre City is located 15 miles north of the United States International Border with Mexico.

4. **PROJECT SETTING:** The Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and Redevelopment Plan for the Centre City Project Area describes the existing setting of Centre City including the neighborhood of Little Italy. This description is hereby incorporated by reference.

   Located in the highly urbanized Centre City environment, the project site is currently occupied by a drive-through fast food restaurant at the southeast corner of the Pacific Highway and Cedar Street intersection. Other land uses on the same block include two adjacent buildings (one two-story commercial building and one one-story warehouse), and the Hampton Inn. Specific uses for surrounding blocks include another drive-through fast food restaurant and the Monarch School to the north; the County Administration Building with parking lots and a future park to the west; the railroad/trolley tracks, a parking lot, and the five- to six-story Camden/ Tuscany residential project to the east; and an additional residential development to the south (Figure 2). The project site lies along Cedar Street, a key pedestrian east-west street through Little Italy connecting to the historic County Administration Building property and the bay. The site was primarily selected for the proposed fire station because it is located west of the railroad tracks. Locating a fire station west of the tracks would avoid delays to east/west vehicular traffic that are sometimes caused by rail traffic that passes through downtown.

Applicable plans and policies governing the site include the Centre City Community Plan/ Redevelopment Plan (1992) and the Centre City Planned District Ordinance (PDO). Although the newly certified FEIR provides the most recent environmental analysis applicable to the project, the previous versions of the Community Plan and PDO regulations apply to the proposed project because the proposed project site lies within the Coastal Zone, and the State Coastal Commission (CCC) has not yet approved the newest version of the Downtown Community Plan and Centre City PDO at this time. Under the 1992 PDO, the site is located within the Commercial Office land use district, which is intended to accommodate government, business and professional offices, hotels, judicial facilities, and a variety if support commercial services and residential developments. In addition, the site is located within the County Administration Center Design Zone, which established policies to ensure that new development is sympathetic in scale, character, and height to the historical significance of the site. When the 2006 PDO amendments are approved by the CCC (estimated in early 2011), the site will be considered as part of the Employment/Residential Mixed-Use District, which is similar to the Commercial Office District. These previous regulations do not allow any more intense or dense development on the project site than the revised Community Plan and PDO analyzed in the FEIR. The permitted Floor Area Ratio (FAR) for this site is 4.0 and the project proposes 1.6 (note that the 2006 minimum FAR requirements of 2.5 is not yet applicable to this site).

5. **PROJECT DESCRIPTION:** This Secondary Study analyzes the potential environmental impacts associated with the proposed Fire Station No.2 (Bayside). The proposed project would involve the construction of a three-story fire station with one level of underground parking on a 10,000 square foot site located at the southeast corner of Pacific Highway and Cedar Street. The proposed fire station would consist of an approximately 16,000 square foot structure to accommodate an apparatus bay to house up to three fire vehicles and living and working quarters for the fire crew (Figure 3). The station would house up to 12 personnel, including three fire captains, three fire engineers, and six firefighters. Three of the 12 personnel would be trained paramedics. A single level of below grade parking would provide a total of 16 spaces (Figure 4).

   The ground level of the proposed project would contain a drive through apparatus bay that would accommodate up to three engines, trucks, medic, and/or other fire-rescue vehicles (Figure 5). The following fire apparatus vehicles would be assigned to the proposed project:

   - One triple combination pumper with a length of 29-32 feet, a width of 10 feet, and a turning radius of 52 feet;
   - One aerial ladder truck with a length of 40-60 feet, a width of 10 feet, a height of 12 feet, and a turning radius that varies up to 65 feet; and
   - One miscellaneous vehicle (e.g. pumper truck, battalion chief vehicle, ambulance, brush rig, or utility vehicle).

   The ground floor would also contain a public lobby and administrative offices. The second floor would contain living and sleeping quarters for the fire crew and a majority of this floor would be open to the apparatus bay below (Figure 6). The third floor would also contain living and sleeping quarters but would also contain an exercise room, kitchen, and dining area (Figure 7). In addition, the proposed project would include a roof deck accessed on the third floor adjacent to the kitchen and dining area (Figure 8). Building vicinity elevations are provided in Figure 9.

   The proposed fire station would be accessed via two driveways. The Pacific Highway driveway would be the entry for the fire vehicles and the entrance/exit for the underground parking area. The fire vehicles would exit the site through the Cedar Street driveway, enabling them to head west, then

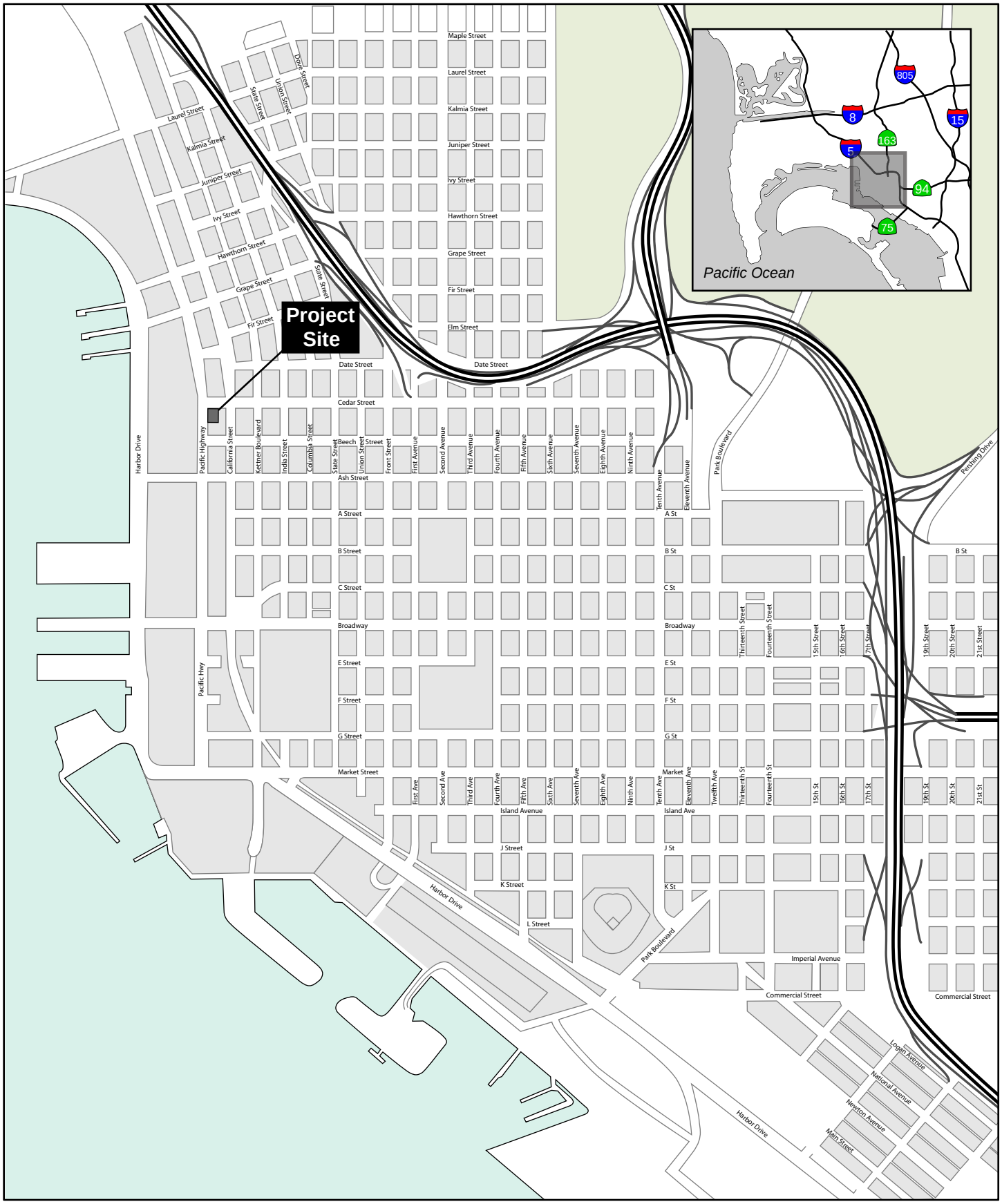
north or south on Pacific Highway, or east on Cedar Street into the Little Italy neighborhood and the remainder of the downtown planning area.

The proposed project has been designed to achieve LEED Silver rating or above. The building would contain a series of green roofs on the third and roof levels, and would provide an angled roof canopy over an elevated atrium element that would contain photovoltaic panels. The project also proposes to incorporate a "green wall" on a portion of the west elevation where a vine is intended to cascade from the third floor planters down an open mesh screen to provide additional landscaping near the corner of the project and to minimize sun exposure into the apparatus bay.

The project will require approval of a Centre City Coastal/Planned Development permit, as the project site is in the Coastal Zone and is expected to require the following deviations from PDO standards:

1. Allowance of one driveway on Pacific Highway (prohibited under PDO);
2. Increase width of driveway on Cedar Street from 30 to 42 feet;
3. Reduction in the distance of the Cedar Street driveway from the Pacific Highway curb line from 65 to 32 feet; and
4. Increase the total linear feet of the driveway on the site based on the size of the lot (1 foot per 500 square feet) from 20 to 62 feet.

These deviations will be further evaluated as part of the findings for the Planned Development Permit during project review. If approved, construction of the proposed project would begin in late 2011 and would be anticipated to be complete in early 2013.



N

No Scale

Figure 1
Regional Location and Vicinity

Fire Station No. 2 (Bayside)
CCDC Secondary Study

May 2010

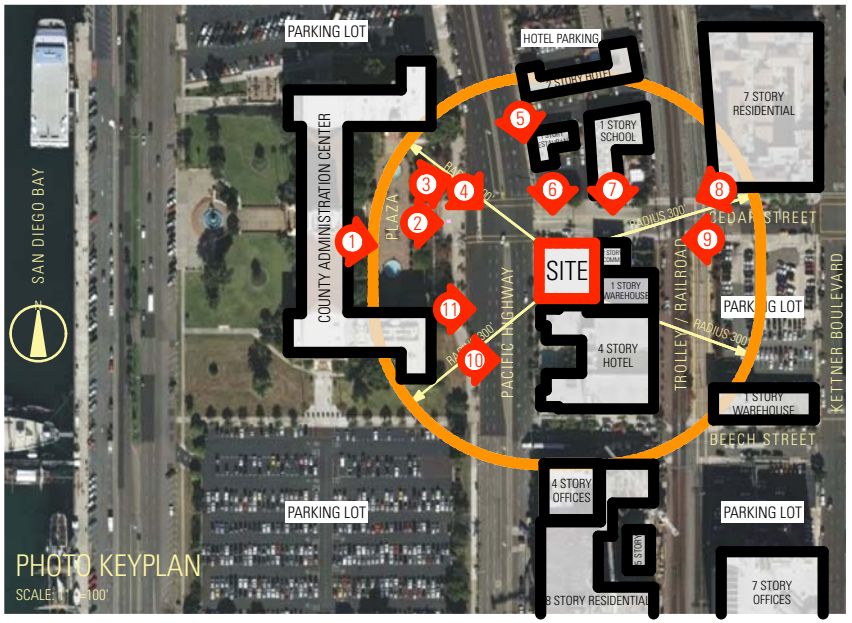
6 VIEW TOWARD SITE FROM ACROSS WEST CEDAR

7 NEIGHBORING BUILDING TO THE EAST

8 VIEW TO SITE FROM NORTHEAST ON CEDAR

9 VIEW TO SITE FROM EAST ON CEDAR

5 VIEW TOWARD SITE FROM NORTH ALONG PAC. HWY.



10 NEIGHBORING BUILDING TO THE SOUTH

4 VIEW TOWARD SITE FROM NORTHWEST

11 VIEW OF SITE ACROSS PACIFIC HIGHWAY

3 VIEW FROM COUNTY ADMINISTRATION PLAZA

2 VIEW FROM COUNTY ADMINISTRATION PLAZA

1 VIEW FROM COUNTY ADMINISTRATION BUILDING

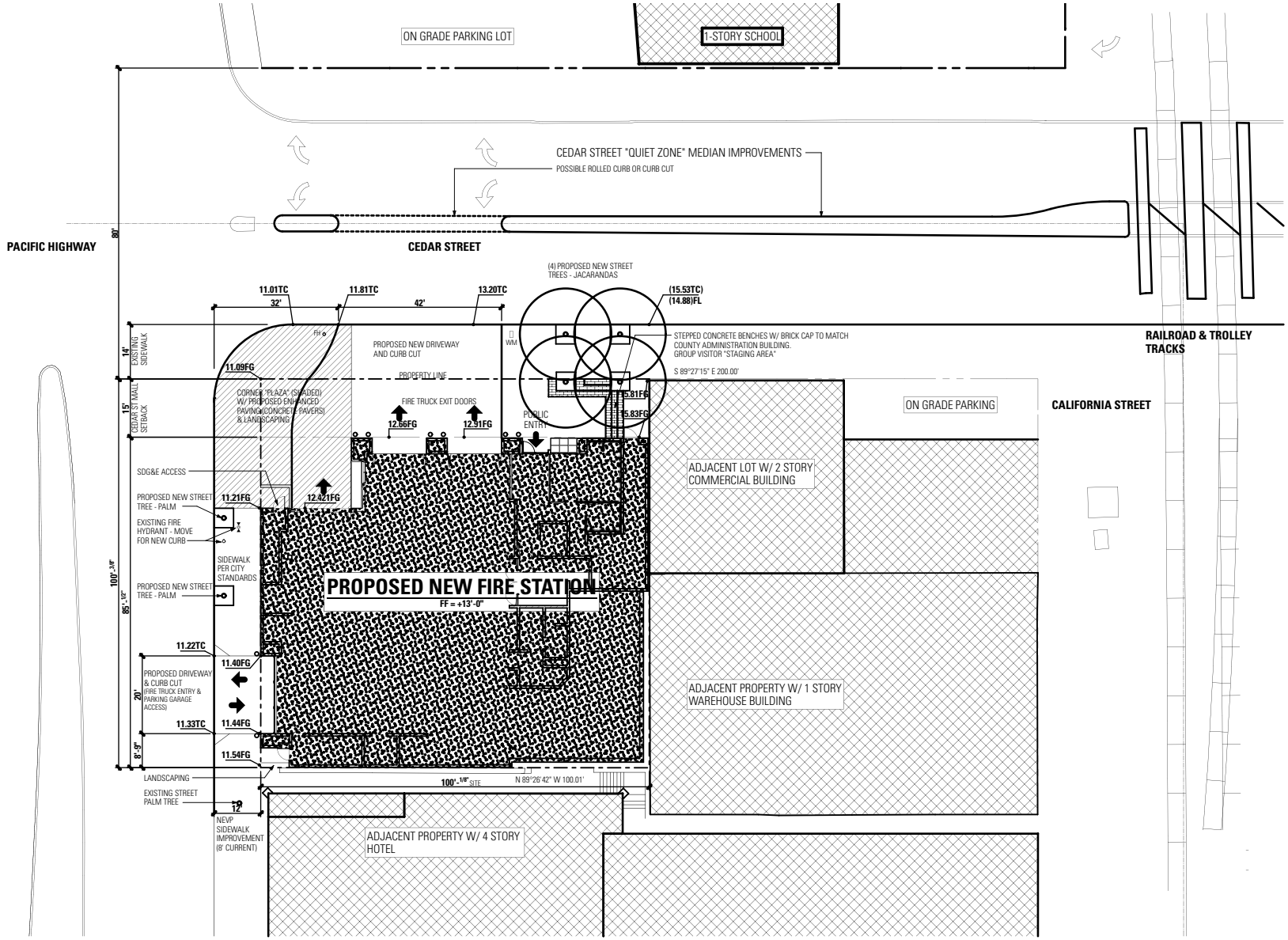
SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

Not to Scale

Figure 2
Existing and Surrounding Land Uses

Fire Station No. 2 (Bayside)
CCDC Secondary Study

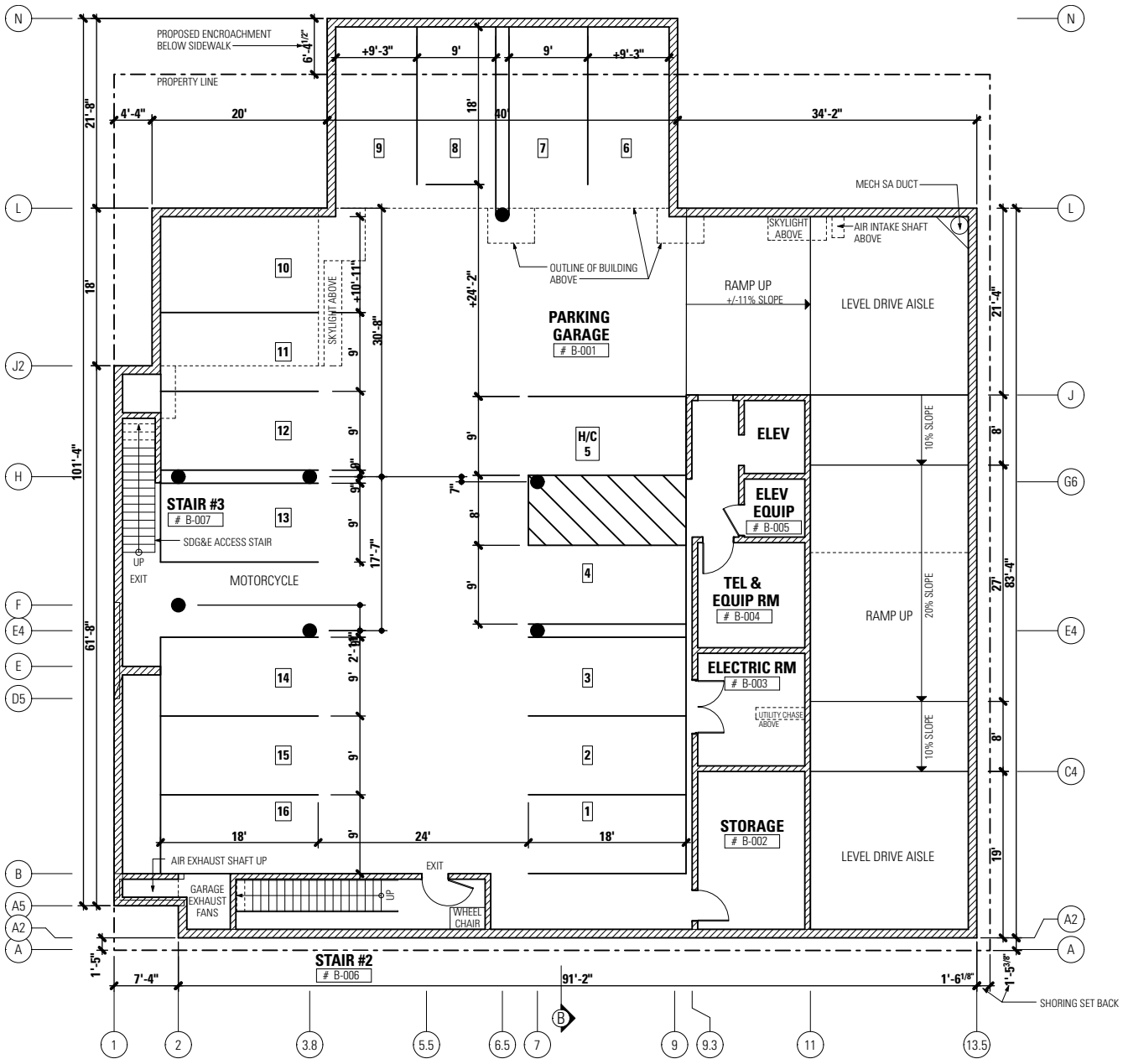
May 2010



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

Not to Scale

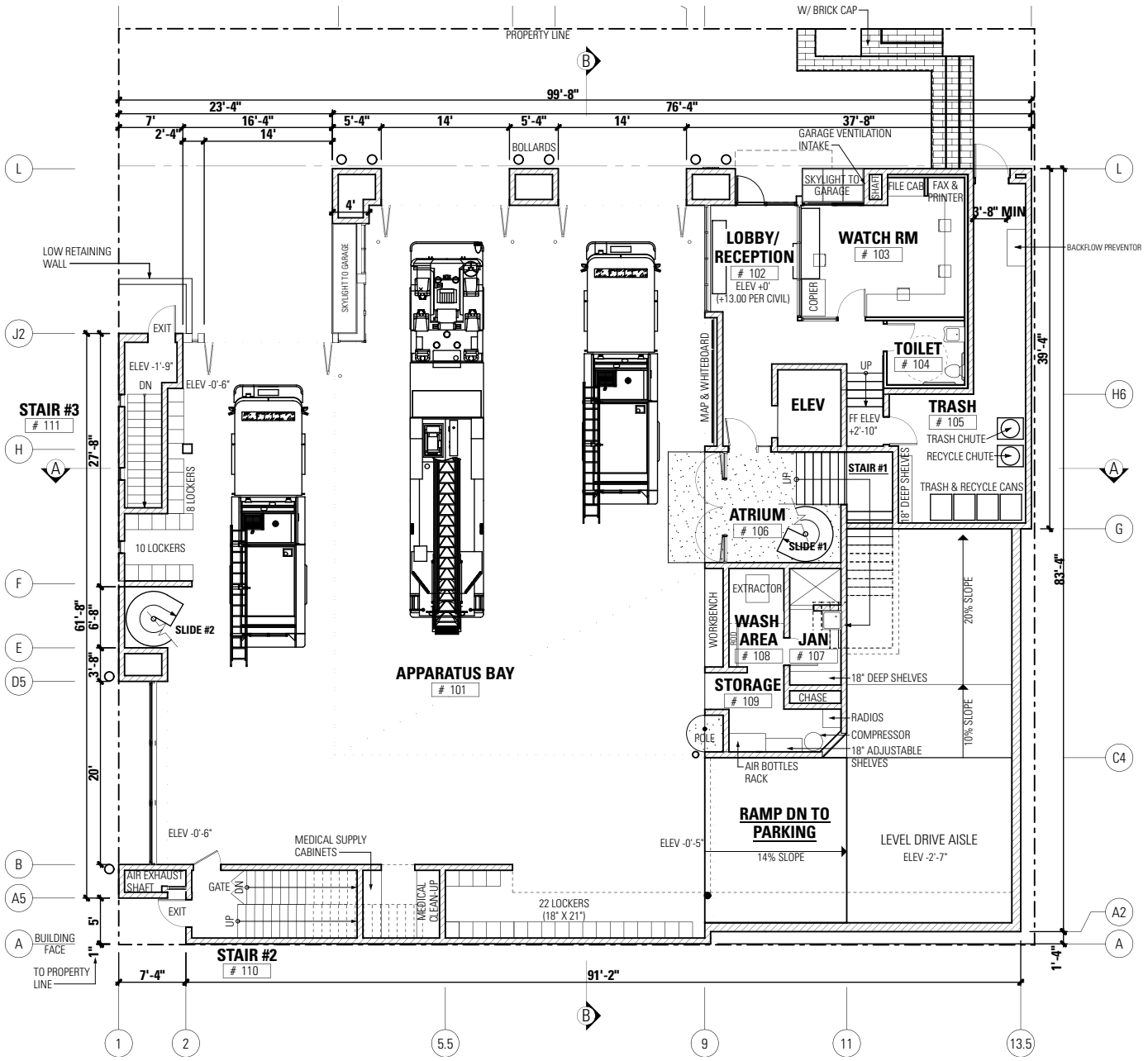
Figure 3
Site Plan



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

0 4 8 16 Feet

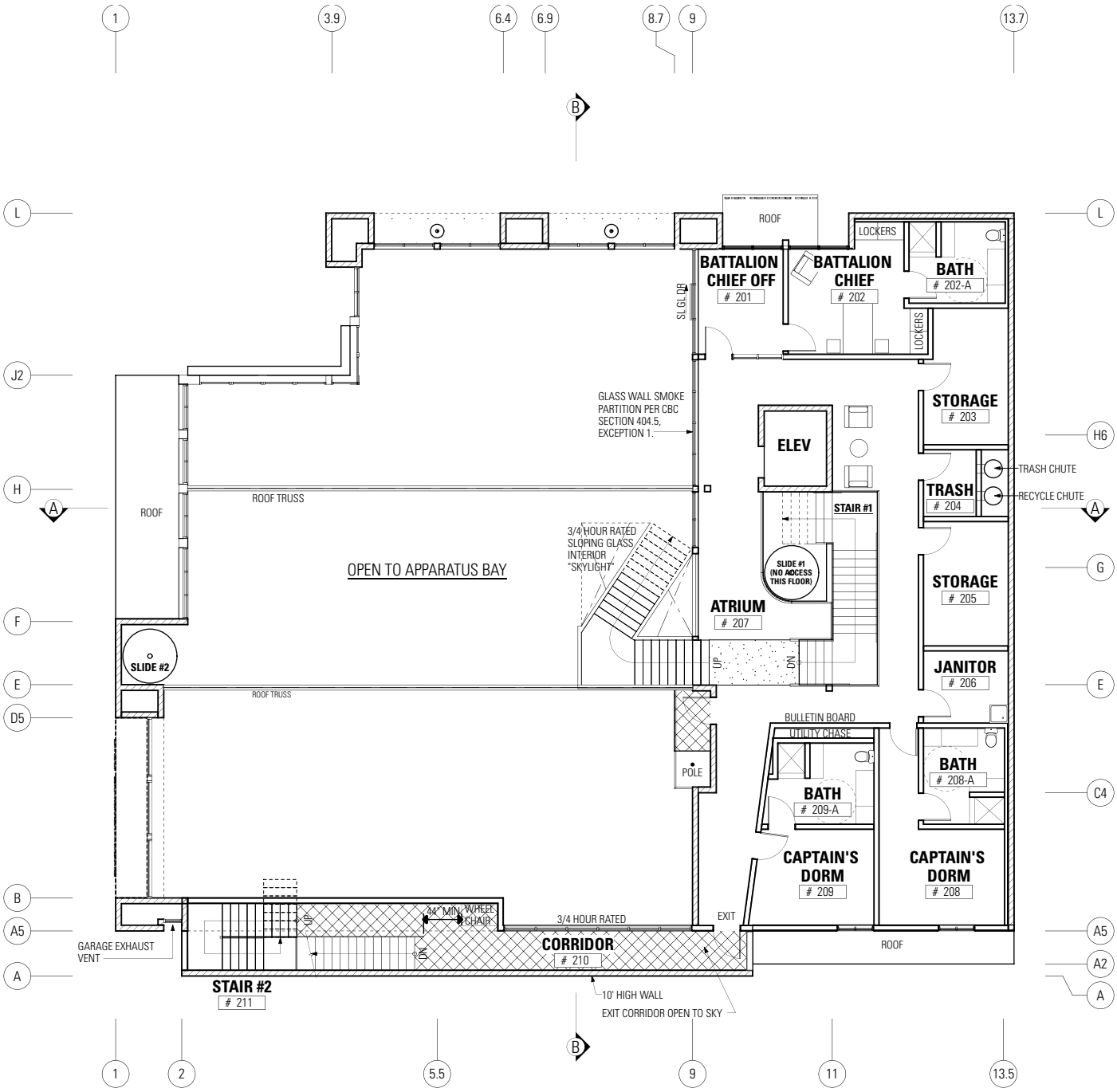
Figure 4
Parking Garage Floor Plan



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

0 4 8 16 Feet

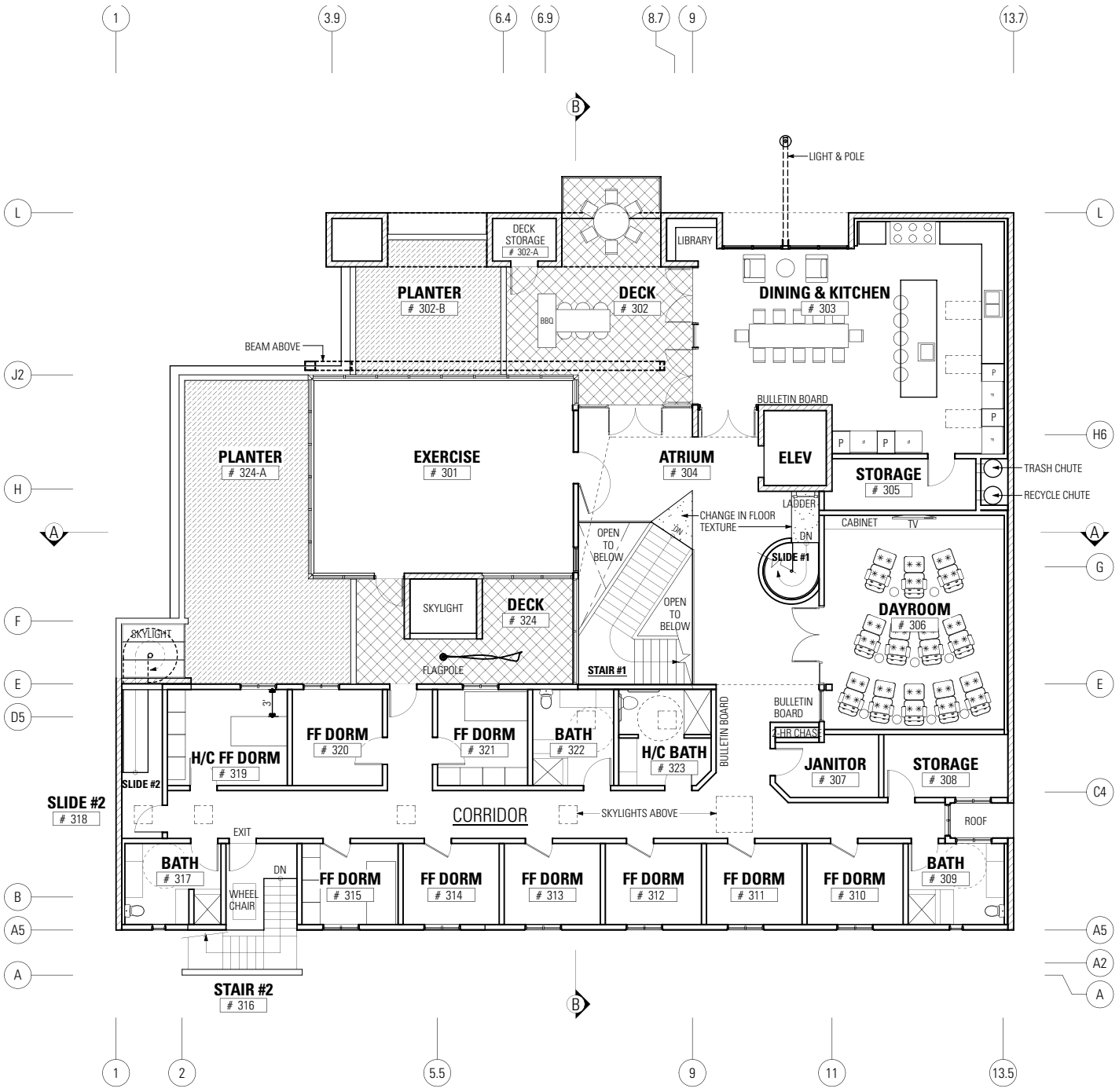
Figure 5
Ground Floor Plan



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

0 4 8 16 Feet

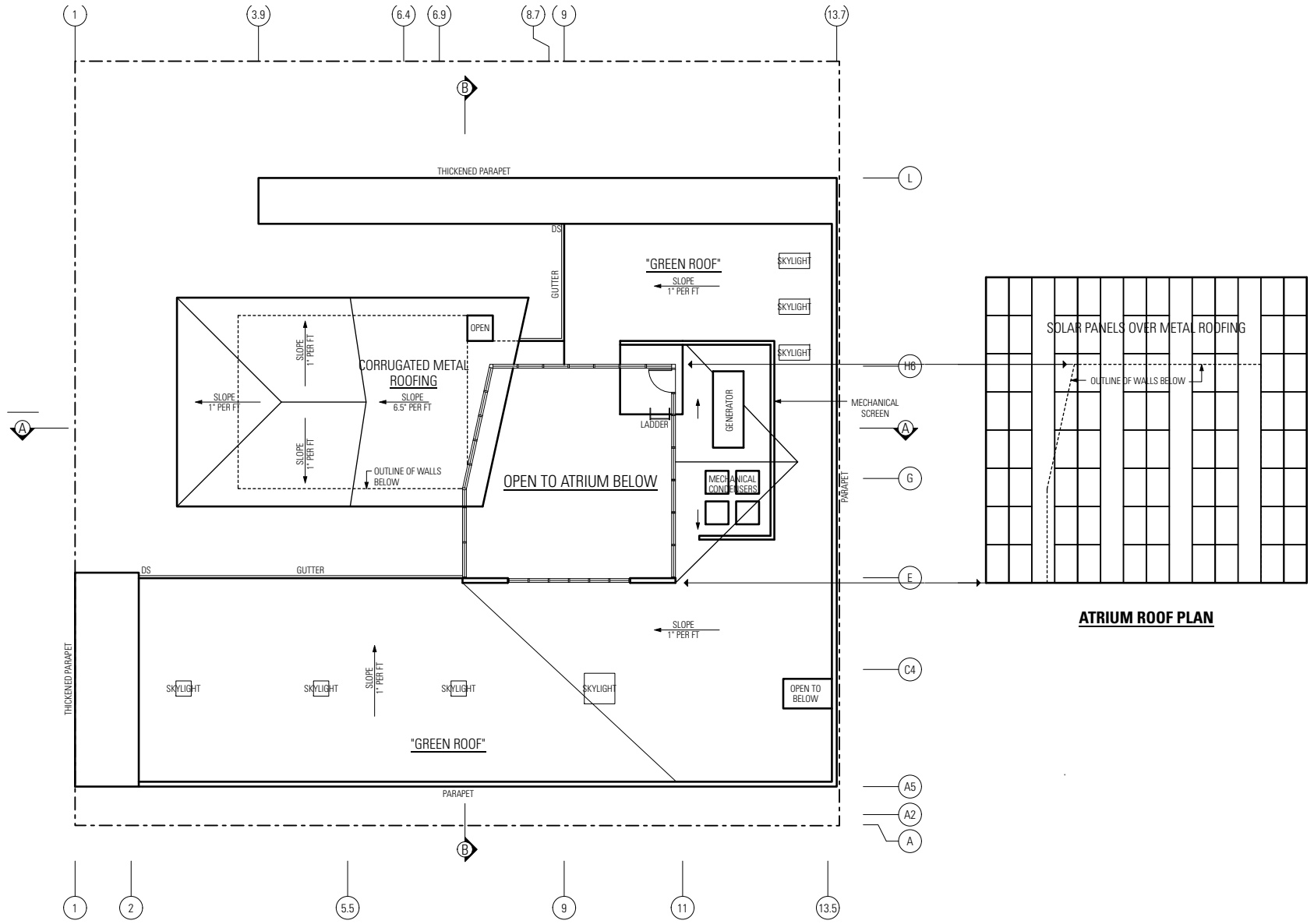
Figure 6
Second Level Floor Plan



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

0 4 8 16 Feet

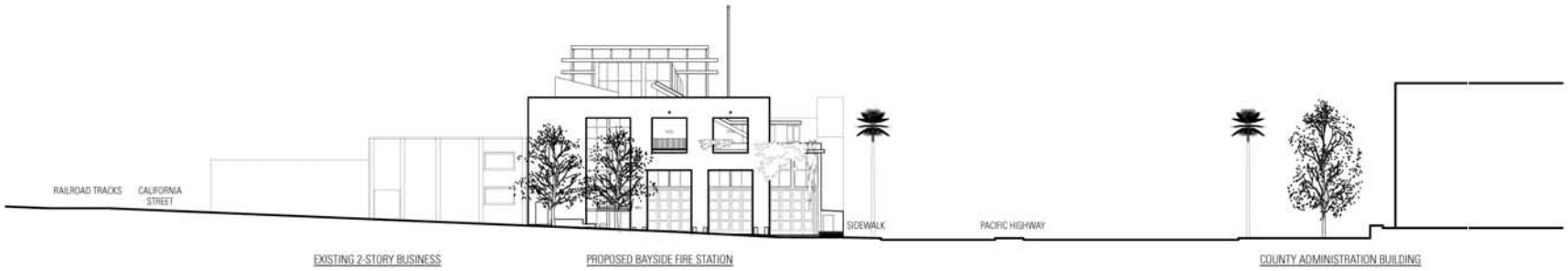
Figure 7
Third Level Floor Plan



SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

0 4 8 16 Feet

Figure 8
Roof Plan



CEDAR STREET STREET VIEW

PACIFIC HIGHWAY STREET VIEW

SOURCE: Rob Wellington Quigley, FAIA and Don Dommer Associates 2010

Not to Scale

Figure 9
Vicinity Elevations

6. **California Environmental Quality Act (CEQA) COMPLIANCE:** The Centre City Redevelopment Project and related activities have been addressed by the following environmental documents, which were prepared prior to this Secondary Study and are hereby incorporated by reference:

   Final Environmental Impact Report (FEIR) for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and 10th Amendment to the Redevelopment Plan for the Centre City Project (State Clearinghouse Number 2003041001, certified by the Redevelopment Agency (Resolution No. R-04001) and the City Council (Resolution No. R 301265) on March 14, 2006.

   Addendum to the FEIR for the 11th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, Amendments to the San Diego Downtown Community Plan, Centre City Planned District Ordinance, Marina Planned District Ordinance, and Mitigation, Monitoring and Reporting Program of the FEIR for the San Diego Downtown Community Plan, Centre City Planned District Ordinance, and the Redevelopment Plan for the Centre City Redevelopment Project certified by the Redevelopment Agency by Resolution R-04193 and by the City Council by R-302932 on July 31, 2007.

   Second Addendum to the FEIR for the proposed amendments to the San Diego Downtown Community Plan, Centre City Planned District Ordinance, Marina Planned District Ordinance, and Mitigation Monitoring and Reporting Program certified by the Redevelopment Agency by Resolution R-04508 on April 21, 2010.

   Third Addendum to the FEIR for the Residential Emphasis District Amendments to the Centre City Planned District Ordinance certified by the Redevelopment Agency by Resolution R-04510 on April 21, 2010.

   The FEIR is a "Program EIR" as described in Section 15168 of the State CEQA Guidelines. The aforementioned environmental documents are the most recent and comprehensive environmental documents pertaining to the proposed project. These environmental documents are available for review at the office of the Centre City Development Corporation, 401 B Street, Suite 400, San Diego, California 92101.

   This Secondary Study has been prepared in compliance with the San Diego Redevelopment Agency's amended "Procedures for Implementation of CEQA and the State CEQA Guidelines" (adopted July 17, 1990). Under these Agency Guidelines, environmental review for subsequent specific development projects is accomplished using the Secondary Study process defined in the Agency Guidelines, as allowed by Sections 15168 and 15180 of the State CEQA Guidelines. The Secondary Study includes the same evaluation criteria as the Initial Study defined in Section 15063 of the State CEQA Guidelines. Under this process, the Secondary Study is prepared for each subsequent specific development project to determine whether the potential impacts were anticipated in the FEIR. No additional documentation is required for subsequent specific development projects if the Secondary Study determines that the potential impacts have been adequately addressed in the FEIR and subsequent specific development projects implement appropriate mitigation measures identified in the Mitigation, Monitoring, and Reporting Program (MMRP) that accompanies the FEIR.

   If the Secondary Study identifies new impacts or a substantial change in circumstances, additional environmental documentation is required. The form of this documentation depends upon the nature of the impacts of the subsequent specific development project being proposed. Should a proposed project result in: (a) new or substantially more severe significant impacts that are not adequately addressed in the FEIR, or (b) there is a substantial change in circumstances that would require major revision to the FEIR, or (c) that any mitigation measures or alternatives previously found not to be feasible or not previously considered would substantially reduce or lessen any significant effects of the

project on the environment, a Subsequent or Supplement to the EIR would be prepared in accordance with Sections 15162 or 15163 of the State CEQA Guidelines (CEQA Statutes Section 21166). If the lead agency under CEQA finds pursuant to Sections 15162 and 15163, no new significant impacts will occur or no new mitigation will be required, the lead agency can approve the subsequent specific development project, as being within the scope of the project covered by the FEIR, and no new environmental document is required.

7. PROJECT-SPECIFIC ENVIRONMENTAL ANALYSIS: See attached Environmental Checklist and *Section 10 Evaluation of Environmental Impacts.*

8. MITIGATION, MONITORING, AND REPORTING PROGRAM: As described in the Environmental Checklist and summarized in **Attachment A**, the following mitigation measures included in the MMRP found in Volume 1B of the FEIR will be implemented by the proposed project:

- Air Quality (AQ-B.1-1)
- Historical Resources (HIST-B.1-1)
- Noise (NOI-B.1-1)
- Paleontology (PAL-A.1-1)

9. DETERMINATION:

In accordance with Sections 15168 and 15180 of the CEQA Guidelines, the potential impacts associated with future development within the Centre City Redevelopment Project are addressed in the FEIR prepared for the San Diego Downtown Community Plan, Centre City Planned District Ordinance and Tenth Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, which was certified on March 14, 2006 and the Addenda certified thereafter in 2007 and 2010.

These previous documents address the potential effects of future development within the Centre City Redevelopment Project based on buildout forecasts projected from the land use designations, density bonus, and other policies and regulations governing development intensity and density. Based on this analysis, the FEIR and Addenda concluded that development would result in significant impacts related to the following issues (mitigation and type of impact shown in parentheses):

<u>Significant but Mitigated Impacts</u>

- Air Quality: Construction Emissions (AQ-B.1) (Direct (D))
- Land Use: Ballpark Noise (LU-B.1) (D)
- Land Use: Ballpark Lighting (LU-B.5) (D)
- Noise: Interior From Traffic Noise (NOI-B.1) (D)
- Noise: Interior From Ballpark Noise (NOI-B.2) (D)
- Paleontology: Impacts to Significant Paleontological Resources (PAL-A.1) (D)

<u>Significant and Not Mitigated Impacts</u>

- Aesthetics/Visual Quality: Views Of Bay And Bay Bridge (VIS-B.1) (D)
- Air Quality: Construction Emissions (AQ-B.1) (Cumulative (C))
- Air Quality: Mobile-source Emissions (C)
- Historical Resources: Historical (D/C)
- Historical Resources: Archaeological (D/C)
- Land Use: Traffic Noise (LU-B.2) (D)
- Land Use: Aircraft Noise (LU-B.3) (D)
- Land Use: Railroad Noise (LU-B.4) (D)
- Land Use: Physical Changes Related to Transient Activity (LU-B.6) (D/C)

- Noise: Traffic Noise Level Increase on Grid Streets (NOI-A.1) (D/C)
- Noise: Exterior Traffic Noise in Residential Development (NOI-C.1) (D)
- Noise: Exterior Aircraft Noise in Residential Development (NOI-C.2) (D)
- Noise: Exterior Traffic Noise in Public Parks and Plazas (NOI-D.1) (D)
- Noise: Exterior Aircraft Noise in Public Parks and Plazas (NOI-D.2) (D)
- Parking: Excessive Parking Demand (TRF-D.1) (D/C)
- Traffic: Impact on Grid Streets (TRF-A.1.1) (D)
- Traffic: Impact on Surrounding Streets (TRF-A.1.2) (D/C)
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2.1) (D/C)
- Traffic: Impact from Removal of Cedar Street Ramp (TRF-A.2.2) (D)
- Water Quality: Urban Runoff (WQ-A.1) (C)

In certifying the FEIR and approving the Downtown Community Plan, Planned District Ordinance, and 10th Amendment to the Redevelopment Plan, the San Diego City Council and Redevelopment Agency adopted a Statement of Overriding Considerations, which determined that the unmitigated impacts were acceptable in light of economic, legal, social, technological, or other factors including the following:

Overriding Considerations

- Develop downtown as the primary urban center for the region.
- Maximize employment opportunities within the downtown area.
- Develop full-service, walkable neighborhoods linked to the assets downtown offers.
- Increase and improve park and public spaces.
- Maximize the advantages of downtown's climate and waterfront setting.
- Implement a coordinated, efficient system of vehicular, transit, bicycle and pedestrian traffic.
- Integrate historical resources into the new downtown plan.
- Facilitate and improve the development of business and economic opportunities located in the downtown area.
- Integrate health and human services into neighborhoods within downtown.
- Encourage a regular process of review to ensure the Plan and related activities are best meeting the vision and goals of the Plan.

The proposed activity analyzed within this Secondary Study is covered under the FEIR for the San Diego Downtown Community Plan, Centre City Planned District Ordinance 1992, and 10th Amendment to the Redevelopment Plan for the Centre City Redevelopment Project, which was certified by the Redevelopment Agency by Resolution R-04001 and by the City Council by Resolution R-301265 on March 14, 2006, and the Addenda certified thereafter in 2007 and 2010.

This activity is adequately addressed in the environmental documents noted above and the Secondary Study prepared for this project reveals there is no change in circumstance, additional information, or project changes to warrant additional environmental review. Because the prior environmental documents adequately covered this activity as part of the previously approved project, this activity is not a separate project for purposes of review under the CEQA pursuant to CEQA Guidelines Sections 15060(c) (3), 15180, and 15378(c).

SUMMARY OF FINDINGS: In accordance with Public Resources Code sections 21166, 21083.3, and CEQA Guidelines sections 15162(a), 15168 and 15183, the following findings are derived from the environmental review documented by this Secondary Study and the 2006 FEIR.

1. No substantial changes are proposed in the Centre City Redevelopment Project, or with respect to the circumstances under which the Centre City Redevelopment Project is to be undertaken as a result of the development of the proposed project, which will require important or major revisions in the 2006 FEIR or Addenda certified thereafter in 2007 and 2010 for the Centre City Redevelopment Project;
2. No new information of substantial importance to the Centre City Redevelopment Project has become available, which was not known or could not have been known at the time the 2006 FEIR for the Centre City Redevelopment Project was certified as complete, and which shows that the Centre City Redevelopment Project will have any significant effects not discussed previously in the 2006 FEIR or Addenda certified thereafter in 2007 and 2010, or that any significant effects previously examined will be substantially more severe than shown in the 2006 FEIR or Addenda certified thereafter in 2007 and 2010, or that any mitigation measures or alternatives previously found not to be feasible or not previously considered would substantially reduce or lessen any significant effects of the project on the environment;
3. No Negative Declaration, Subsequent EIR, or Supplement or Addendum to the 2006 FEIR is necessary or required; and
4. The development of the site will have no significant effect on the environment, except as identified and considered in the 2006 FEIR and Addenda certified thereafter in 2007 and 2010 for the Centre City Redevelopment Project. No new or additional project-specific mitigation measures are required for this project.
5. Uniformly applied development policies or standards previously adopted by the City and/or County of San Diego relating to the identification and remediation of soil contamination will substantially mitigate the site-specific effects associated with the potential soil contamination by previous activities on the proposed project site, and therefore the project site's existing soil conditions are not considered peculiar to the project site, nor is an EIR warranted for the proposed project;
6. The proposed project and its associated activities would not have any new effects that were not adequately covered in the 2006 FEIR or Addenda certified thereafter in 2007 and 2010, and therefore, the proposed project is within the scope of the program approved under 2006 FEIR and Addenda certified thereafter in 2007 and 2010.

The CCDC, the implementing body for the Redevelopment Agency of the City of San Diego, administered the preparation of this Secondary Study.

Signature of Lead Agency Representative — Date: 6.7.10

Signature of Preparer — Date: 5/20/2010

ENVIRONMENTAL CHECKLIST

10. EVALUATION OF ENVIRONMENTAL IMPACTS

This environmental checklist evaluates the potential environmental effects of the proposed project consistent with the significance thresholds and analysis methods contained in the FEIR for the San Diego Downtown Community Plan, Centre City PDO, and Redevelopment Plan for the Centre City Project Area. However, since the application process for the proposed project was submitted prior to adoption of these documents by the State Coastal Commission, the planning policies and regulations applicable to the proposed project are the 1992 Community Plan and PDO. These previous regulations do not allow more intense or dense development, or substantially different types of development on the project site than assumed in the FEIR analysis.

In addition, this environmental checklist also recognizes the requirements of Assembly Bill 32 and Senate Bill (SB) 97. Assembly Bill 32, the California Global Warming Solutions Act, established a state goal of reducing Greenhouse Gas Emissions (GHG) emissions to 1990 levels by the year 2020 (a reduction of approximately 30 percent from forecast emission levels). Senate Bill (SB) 97, a companion bill directed the California Natural Resources Agency (Resource Agency) to certify and adopt guidelines for the mitigation of GHG or the effects of greenhouse gas emissions. SB 97 was the State Legislature's directive to the Resources Agency to specifically establish that GHG emissions and their impacts are appropriate subjects for CEQA analysis.

On December 30, 2009, the Resources Agency adopted revisions to the State CEQA Guidelines (Title 14, California Administrative Code Section 15000 et.seq.) to address analysis and mitigation of pursuant to SB 97. These amendments became effective March 18, 2010. CEQA now requires that public agencies review the environmental impacts of proposed projects. As such, this review includes an analysis of GHG emissions for the proposed project.

Based on the assumption that the proposed activity is adequately addressed in the FEIR and the Addendum to the FEIR, the environmental checklist table indicates how the impacts of the proposed activity relate to the conclusions of the FEIR and the Addendum to the FEIR. As a result, the impacts are classified into one of the following categories:

- Significant and Not Mitigated (SNM)
- Significant but Mitigated (SM)
- Not Significant (NS)

The checklist identifies each potential environmental effect and provides information supporting the conclusion drawn as to the degree of impact associated with the proposed project. As applicable, mitigation measures from the FEIR are identified and are summarized in Attachment A to this Secondary Study. Some of the mitigation measures are plan-wide and not within the control of the proposed project. Other measures, however, are to be specifically implemented by the proposed project. Consistent with the FEIR analysis, the following issue areas have been identified as SNM even with inclusion of the proposed mitigation measures, where feasible:

- Air Quality: Mobile-source Emissions (C)
- Historical Resources: Archaeological (Direct (D)/C)
- Noise: Traffic Noise Level Increase on Grid Streets (NOI-A.1) (C)
- Traffic: Impact on Freeway Ramps and Segments (TRF-A.2.1) (C)
- Water Quality: Urban Runoff (WQ-A.1) (C)

The following Overriding Considerations apply to the proposed project:

- Develop downtown as the primary urban center for the region.
- Develop full-service, walkable neighborhoods linked to the assets downtown offers.
- Facilitate and improve the development of business and economic opportunities located in the downtown area.

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
1. AESTHETICS/VISUAL QUALITY:						
(a) **Substantially disturb a scenic resource, vista, or view from a public viewing area, including a State scenic highway or view corridor designated by the Community Plan?** Views of scenic resources such as San Diego Bay, San Diego-Coronado Bay Bridge, Point Loma, Coronado and the downtown skyline are afforded by public viewing areas within and around the downtown and along view corridor streets within the planning area. No designated scenic resources exist within the downtown planning area, although, the northern downtown planning area includes an approximately quarter-mile-long portion of the segment of State Route 163 from Ash Street to Interstate 8, which is designated as a California Scenic Highway. This segment of State Route 163 begins at Ash Street approximately 1 mile east of the project site. The proposed project would therefore, not disturb this California Scenic Highway. The proposed project would include the construction of a three-story building located on a parcel at the southeast corner of Pacific Highway and Cedar Street in Little Italy. Visual characteristics of this area include the historic County Administration Building and lawns, a number of new high-rise residential buildings, recently constructed low-to mid-rise residential and mixed-use projects and India Street with its retail shops, restaurants, and galleries. The proposed project site is located on streets (Pacific Highway and Cedar Street) that have been identified as designated view corridors by the FEIR, Downtown Community Plan, and the 1992 PDO. As such, the proposed project would include 15-foot at-grade setbacks along Cedar Street to be in compliance with the requirements of the PDO and the Centre City Community					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Plan. Setbacks would not be required along Pacific Highway. In addition, views of the San Diego Bay from Cedar Street are already interrupted by the County Administration Building. The proposed fire station would be three stories and would, therefore, not exceed the height of the existing County Administration Building. Furthermore, the FEIR concluded that development in Little Italy pursuant to the Downtown Community Plan would not result in significant impacts to the San Diego Bay. The project site does not possess any significant scenic resources that could be impacted by the proposed project and impacts to on-site scenic resources are not anticipated to be significant. Therefore, no significant direct or cumulative impacts associated with this issue area have been identified.							
(b) **Substantially incompatible with the bulk, scale, color and/or design of surrounding development?** The bulk, scale, and design of the proposed fire station would be compatible with the existing and planned development of the surrounding area (the Little Italy District). Redevelopment of the site would improve the condition of the site by providing a newly designed and constructed building on a currently underutilized site. The proposed project's bulk and scale would be below that of the County Administration Building to the west and Camden/ Tuscany Residential Project to the east, but slightly above the nearby fast food restaurant and in line with hotel uses nearby. Furthermore, the proposed project is consistent with the policies of the Centre City Community Plan and PDO regarding building bulk and scale. As discussed in the project description, the proposed project would be required to go through the CCDC design review and entitlement process in order to approve deviations from the PDO related to driveway location and size. However, these deviations would not render the proposed project					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
incompatible with the bulk, scale, color and/or design surrounding development. Therefore, the bulk, scale, and design of the proposed project would be compatible with the existing and planned development of the surrounding area. The direct and cumulative visual impacts of the proposed project on surrounding development would not be significant.						
(c) **Substantially affect daytime or nighttime views in the area due to lighting?** The proposed project would not involve a substantial amount of exterior lighting or include materials that would generate substantial glare. Furthermore, outdoor lighting that would be incorporated into the proposed project would be shielded or directed away so that direct light or glare does not adversely impact adjacent land uses. The City's Light Pollution Law (Municipal Code Section 101.1300 et seq.) also protects nighttime views (e.g., astronomical activities) and light-sensitive land uses from excessive light generated by development in the downtown area. The proposed project's conformance with these requirements would ensure that direct and cumulative impacts associated with this issue are not significant.					**X**	**X**
2. AGRICULTURAL RESOURCES						
(a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use**? Centre City is an urban downtown environment that does not contain land designated as prime agricultural soils by the Soils Conservation Service, nor does it contain prime farmlands designated by the California Department of Conservation. Therefore, no direct or cumulative impacts to agricultural resources would occur.					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?** The proposed project site does not contain, nor is it near, land zoned for agricultural use or land subject to a Williamson Act contract pursuant to Section 51201 of the California Government Code. Therefore, no direct or cumulative impacts resulting from conflicts with existing zoning for agricultural use or a Williamson Act contract would occur.					**X**	**X**
3. AIR QUALITY						
(a) **Conflict with or obstruct implementation of an applicable air quality plan, including the County's Regional Air Quality Strategies or the State Implementation Plan?** The proposed project site is located within the San Diego Air Basin, which is under the jurisdiction of the San Diego Air Pollution Control District (SDAPCD). The San Diego Air Basin is designated by state and federal air quality standards as nonattainment for ozone and particulate matter (PM) less than 10 microns (PM_{10}) and less than 2.5 microns ($PM_{2.5}$) in equivalent diameter. The SDAPCD has developed a Regional Air Quality Strategy (RAQS) to attain the state air quality standards for ozone. According to the FEIR, development consistent with the Community Plan would not conflict with regional air quality planning, and would be consistent with the RAQS. Therefore, the proposed project would not conflict with or obstruct implementation of applicable air quality plans and no direct or cumulative impacts relative to the obstruction of air quality attainment plans would occur with implementation of the proposed project.					**X**	**X**
(b) **Expose sensitive receptors to substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, particulate matter, or any other emissions that may endanger**					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
human health? The proposed project could involve the exposure of sensitive receptors to substantial air contaminants during short-term construction activities and over the long-term operation of the project. Construction activities associated with the project could result in potentially significant impacts related to the exposure of sensitive receptors to substantial emissions of PM. The potential for impacts to sensitive receptors during construction activities would be mitigated to below a level of significance through compliance with the City's mandatory standard dust control measures and the dust control and construction equipment emission reduction measures required by FEIR Mitigation Measure AQ-B.1-1 (see Attachment A). The long-term operation of the proposed project could involve the exposure of sensitive receptors to air contaminants including toxic air contaminants (TACs) and substantial concentrations of carbon monoxide (CO) (commonly referred to as CO "hot spots"). However, the FEIR concludes that development within downtown would not expose sensitive receptors to significant levels of any of the air contaminants discussed above. It is also important to note that operation of the proposed project would not necessarily create "new" exposure of sensitive receptors to air contaminants as the project site is currently occupied by a drive-through fast food restaurant and the land use designation of the proposed development is consistent with the Downtown Community Plan land use designation for the site. Therefore, the project would not expose sensitive receptors to substantial air contaminants beyond the level assumed by the FEIR. Therefore, impacts associated with this issue would not be significant. Project impacts associated with the generation of substantial air contaminants are discussed below in 3.c.							

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(c) **Generate substantial air contaminants including, but not limited to, criteria pollutants, smoke, soot, grime, toxic fumes and substances, PM, or any other emissions that may endanger human health? Implementation of the proposed project could result in potentially adverse air quality impacts related to the following air emission generators: construction activities, mobile- and stationary-sources.** Demolition of the existing fast-food restaurant, site preparation activities, and construction of the proposed project would involve potentially adverse impacts associated with hazardous building materials, the creation of dust, and the generation of construction equipment emissions. Compliance with the City's existing regulations requiring a pre-construction hazards assessment and strict remediation measures if harmful materials are present would ensure that air quality impacts associated with hazardous building materials are not significant. (See also Section 7a.) However, the clearing, grading, excavation, and construction activities associated with the proposed project would result in dust and equipment emissions that could endanger human health. Implementation of FEIR Mitigation Measure AQ-B.1-1 (see Attachment A) would reduce dust and construction equipment emissions generated during construction of the proposed project to below a level of significance. The air emissions generated by automobile trips associated with long-term operation of the proposed project would not exceed significance standards established by the FEIR. Additionally, construction of the proposed fire station would result in a redistribution of existing emergency calls from other stations in the area and the fire station would likely not be creating new calls for service. However, consistent with the analysis in the FEIR, the project's mobile source emissions, in combination with dust generated during construction of the project, would contribute to the		**X**	**X**			

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
significant and unmitigated cumulative impact to air quality identified in the FEIR. The proposed project does not propose any uses that would significantly increase stationary-source emissions in the downtown planning area; therefore, impacts from stationary sources would not be significant.						
4. BIOLOGICAL RESOURCES						
(a) **Substantially effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by local, state, or federal agencies?** Due to the highly urbanized nature of the downtown planning area, there are no sensitive plant or animal species, habitats, or wildlife migration corridors within the area. In addition, the ornamental trees and landscaping included in the proposed project are considered of insignificant value to native wildlife in their proposed location. Therefore, no direct or cumulative impacts associated with this issue would occur.					**X**	**X**
(b) **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations by local, state, or federal agencies?** As identified in the FEIR, the proposed project site, as well as the entire downtown planning area, is not within a subregion of the San Diego County Multiple Species Conservation Program However, the proposed project would comply with any applicable local, regional, state, and federal plans, policies and regulations protecting riparian habitat or other sensitive natural communities and species. Therefore, no direct or cumulative impacts associated with substantial adverse effects on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations by local,					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
state, or federal agencies would not occur.						
5. HISTORICAL RESOURCES						
(a) **Substantially impact a significant historical resource, as defined in § 15064.5?** According to the FEIR, the proposed project site does not contain any historic or architectural resources. The FEIR does recognize several parcels in the immediate vicinity of the project site as historical resources that are listed in the National Register of Historic Places (NRHP) or designated as Local Historic resources. In the immediate vicinity of the project site, the County Administration Building (located at 1600 Pacific Highway) is identified on the NRHP, and the Star Builders Company (located at 726 West Beech Street) is identified as a locally historic site. The Downtown Community Plan seeks to preserve and protect historic resources, and the FEIR requires mitigation where a historic site or district would be impacted. However, the proposed project would not result in the demolition or substantial alteration of the nearby historical resource sites; therefore, no significant direct or cumulative impacts associated with this issue would occur.						**X**	**X**
(b) **Substantially impact a significant archaeological resource pursuant to § 15064.5, including the disturbance of human remains interred outside of formal cemeteries?** The likelihood of encountering archaeological resources is greatest for projects that include grading and/or excavation of areas on which past grading and/or excavation activities have been minimal (e.g., vacant sites and surface parking lots). Since archaeological resources have been found within inches of the ground surface in the	**X**	**X**				

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
downtown planning area, even minimal grading activities can impact these resources. In addition, the likelihood of encountering subsurface human remains during construction and excavation activities, although considered low, is possible. Thus, the excavation, demolition, and surface clearance activities associated with development of the proposed project and the subterranean parking level could have potentially adverse impacts to archaeological resources, including buried human remains. Implementation of FEIR Mitigation Measure HIST-B.1-1 (see Attachment A) would minimize, but not fully mitigate, these impacts. Since the potential for archaeological resources and human remains on the proposed project site cannot be confirmed until grading is conducted, the exact nature and extent of impacts associated with the proposed project cannot be predicted. Consequently, the required mitigation may or may not be sufficient to reduce these direct project-level impacts to below a level of significance. Therefore, impacts associated with this issue remain potentially significant and not fully mitigated, and consistent with the analysis of the FEIR. Furthermore, project-level significant impacts to important archaeological resources would contribute to the potentially significant and unmitigated cumulative impacts identified in the FEIR.							
(c) **Substantially impact a unique paleontological resource or site or unique geologic feature?** The proposed project site is underlain by the San Diego Formation and Bay Point Formation, which have high paleontological resource potentials. The FEIR concludes that development would have potentially adverse impacts to paleontological resources if grading and/or excavation activities are conducted beyond a depth of 1-3 feet. The proposed project includes one level of subterranean parking would involve excavation approximately 12 feet below grade and therefore would be beyond the FEIR			**X**	**X**		

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
standard, resulting in potentially significant impacts to paleontological resources. However, implementation of FEIR Mitigation Measure PALA. 1-1 (see Attachment A) would ensure that the proposed project's potentially direct and cumulative impacts to paleontological resources are less than significant.						
6. GEOLOGY AND SOILS						
(a) **Substantial health and safety risk associated with seismic or geologic hazards?** The proposed project site is located in a seismically active region and lies within the City of San Diego's Special Study Zone as defined by the City's Seismic Safety Study. As such, a Geotechnical and Fault Investigation Study was prepared by Leighton and Associates, Inc. to address potential seismic and geologic hazards at the project site. The Rose Canyon Fault Zone traverses the downtown planning area and contains two recognized areas of active faulting; the Downtown Graben and the San Diego Fault. The project site is located approximately 5,000 feet west of the mapped northeastern edge of the Downtown Graben, and approximately 2,500 feet northwest of the San Diego Fault. Based on findings from the Geotechnical and Fault Investigation, a "Potentially Active" fault transects the northwest portion of the project site; however, this is not considered an "Active" fault. Due to the absence of active faults at the site, seismic hazards such as surface rupture are considered to be very low (Leighton and Associates, Inc. 2009). It should be noted that the City of San Diego will require geologic mapping throughout the excavation phase of project construction and a "Notice of Geologic and Geotechnical Conditions" must be recorded for the site.					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
In addition, the site is located on the Baypoint Formation and although the potential for geologic hazards (landslides, liquefaction, slope failure, and seismically induced settlement) is considered low due to the site's moderate to non-expansive geologic structure, such hazards could nevertheless occur. Therefore, the potential exists for substantial health and safety risks associated with a seismic hazard. However, conformance with, and implementation of, all seismic-safety development requirements, including City requirements for the Downtown Special Fault Zone, the seismic design requirements of the Uniform Building Code, the City of San Diego Notification of Geologic Hazard procedures, and all other site-specific recommendations set forth in the Geotechnical and Fault Investigation would ensure that the potential impacts associated with seismic and geologic hazards are not significant.							

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
7. GREENHOUSE GAS EMISSIONS						
(a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?** CCDC has not adopted a recommended methodology for evaluating GHG emissions associated with new development. CCDC recommends that the City of San Diego's guidance titled *Addressing Greenhouse Gas Emissions from Projects subject to CEQA* (Guidance) be used for analyzing the proposed project's impacts from greenhouse gas (GHG) emissions (City 2010). The City of San Diego (City) does not currently have adopted thresholds of significance for GHG emissions. The City is utilizing the California Air Pollution Control Officers Association (CAPCOA) report "CEQA & Climate Change" dated January 2008 as an interim threshold to determine whether a GHG analysis will be required. A 900 metric ton screening threshold for determining when a GHG analysis is required was chosen based on available guidance from the CAPCOA white paper. The CAPCOA report references the 900 metric ton guideline as a conservative threshold for requiring further analysis and mitigation. This emission level is based on the amount of vehicle trips, the typical energy and water use, and other factors associated with projects. CAPCOA identifies project types that are estimated to emit approximately 900 metric tons of GHG's annually. The proposed project does not fall into an identified category in the Guidance. The Guidance recommends that for project types not listed, an analysis must be performed to show that the project is below the 900 metric ton screening criteria. The analysis should include, at a minimum, the five primary sources of GHG emissions: vehicular traffic, generation of					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
electricity, natural gas consumption/combustion, solid waste generation, and water usage. The proposed project's direct and indirect GHG emissions from the above-mentioned sectors were estimated according to the recommended methodologies from the California Air Resources Board (ARB) and the California Climate Action Registry (CCAR). Direct sources include emissions such as vehicle trips and natural gas consumption. Indirect sources include off-site emissions occurring as a result of the project's operations such as electricity and water consumption. Direct emissions associated with mobile sources were estimated using URBEMIS (Rimpo and Associates 2008). Modeling was based on project-specific data (e.g., size and type of proposed uses) and vehicle trip information from the traffic analysis prepared for this project (LLG 2010). Consumption and generation data for electricity, natural gas, water, and solid waste were estimated using rates from a comparable existing fire station provided by CCDC. GHG emission factors associated with energy consumption were obtained from SDG&E's "2008 Annual Entity Emissions" report to CCAR and the CCAR General Reporting Protocol Version 3.1 (CCAR 2009). Indirect GHG emissions associated with the consumption of water were calculated based on the estimated level of electricity required to convey, treat, and distribute the project's estimated water usage and the aforementioned emission factors for electricity production. Electricity consumption associated with water consumption was estimated using an electricity consumption rate from the CEC's Refining Estimates of Water-Related Energy Use in California report (CEC 2007). GHG emissions from solid waste disposal were calculated using CalRecycle waste characterization data, and emission factors contained in EPA's Waste Reduction Model							

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)

(WARM).

A summary of estimated GHG emissions generated during buildout of the proposed project is presented in Table 1. Refer to Attachment B for a detailed summary of the modeling assumptions, inputs, and outputs.

Table 1.
Summary of Modeled Greenhouse Gas Emissions (CO_2e) from Implementation of the Proposed Project

Source	CO_2e Emissions[1]
Operational Emissions at Full Buildout (Year 2013) (metric tons/year)	
Mobile Sources	218.3
Electricity Consumption	43.8
Natural Gas Consumption	9.1
Water Consumption	1.8
Solid Waste Generation	1.1
Total GHG Emissions	**274.1**

Notes: CO_2e = carbon dioxide equivalent

1 The values presented do not include the full life cycle of GHG emissions that would occur over the production/transport of materials used during the construction of development envisioned under the Plan or used during the operational life of the project and the end of life for the materials and processes that would occur as an indirect result of the project. Estimating the GHG emissions associated with these processes would be too speculative for meaningful consideration and would require analysis beyond the current state of the art in impact assessment, and may lead to a false or misleading level of precision in reporting operational GHG emissions. Furthermore, indirect emissions associated with in-state energy production and generation of solid waste would be regulated under AB 32 directly at the source or facility that would handle these processes. The emissions associated with off-site facilities in California would be closely controlled, reported, capped, and traded under AB 32 and California ARB programs, as recommended by ARB's Scoping Plan (ARB 2008b). Therefore, it is assumed that GHG emissions associated with these life-cycle stages would be consistent with AB 32 requirements. It should be noted

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)

that EPA's WARM model is based on a life-cycle approach, which reflects emissions and avoided emissions upstream and downstream from the point of use. As such, the emission factors provided in the model provide an account of the net benefit of these actions to the environment. However, the WARM model is the most applicable tool to estimate GHG emissions from solid waste disposal at the time of this writing and the emissions are included here for completeness.
Source: Modeling performed by AECOM in 2010

As shown in Table 1, the proposed project's GHG emissions would be below the recommended screening threshold of 900 metric tons per year. Thus, the proposed project would not result in significant direct or indirect impacts with respect to GHG emissions and climate change.

It is important to note that all CO_2 emissions from project operation may not necessarily be considered "new" emissions. The project site is currently occupied by a drive-through fast food restaurant that generates GHG emissions from the same sources as identified above. Therefore, the net increase in emissions from implementation of the proposed project (Proposed Project Emissions – Existing Emissions) would be less than those reported in Table 1. No reductions in emissions were included to account for the existing use to provide for a conservative analysis. Additionally, construction of the fire station would result in a redistribution of existing emergency calls from other stations in the area and the fire station would likely not be creating new calls for service.

The proposed project has also been designed to achieve LEED Silver rating or above. The building would contain a series of green roofs on the third and roof levels, and would provide an angled roof canopy over an elevated atrium element that would contain photovoltaic panels. The project also proposes to incorporate a "green wall" on a portion of the west elevation where a

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
vine is intended to cascade from the third floor planters down an open mesh screen to provide additional landscaping near the corner of the project and to minimize sun exposure into the apparatus bay. This would result in lower emissions from building energy consumption than those reported in Table 1. Therefore, the proposed project would not result in significant direct, indirect, or cumulative impacts with respect to this issue.						
(b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?** Since the project's GHG emissions would fall below the level deemed by CAPCOA and the City of San Diego to be less than significant, implementation of the proposed project would not hinder the State's ability to attain the GHG reduction goals identified in Assembly Bill 32 (the Global Warming Solutions Act). Thus, the proposed project would not result in significant direct, indirect, or cumulative impacts with respect to this issue.					**X**	**X**
8. HAZARDS AND HAZARDOUS MATERIALS						
(a) **Substantial health and safety risk related to on-site hazardous materials?** The proposed project would be located on a site that was historically used as a fueling station (Texaco gasoline station) from the 1940s to the 1960s. Since the 1960s, the site has been redeveloped into several other uses, including a car rental establishment as well as its current use as a fast food restaurant. According to the Limited Phase II Environmental Site Assessment prepared by Ninyo & Moore (2005), petroleum hydrocarbon, lead, and volatile organic compounds impacted soils and groundwater were detected on the site. Due to the presence of contaminated soils, all construction activities are required to conform to the Site Specific Health and Safety Plan (SHSP).					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
In addition, a City of San Diego Fire Prevention Bureau permit was reportedly issued in 1962 for the removal of four underground storage tanks (UST), but documentation to confirm that the USTs were removed cannot be located (i.e., the USTs may still be present and located under the existing structure onsite). If USTs are encountered during grading activities, they must be closed in accordance with the Department of Environmental Health guidelines. Consistent with the uniformly applied development policies and standards identified within the FEIR, if contamination is identified, the County of San Diego Department of Environmental Health (DEH) has a Voluntary Assistance Program, whereby the applicant (or its consultant) can submit a work plan which identifies the manner in which the contamination will be excavated, sampled, and analyzed for waste profiling purposes; transported; and the manner in which it will be disposed. With or without DEH oversight, these activities must comply with all existing waste profiling and disposal laws and regulations. The project's adherence to these uniformly applied development policies and standards will ensure that the impacts associated with this issue are not significant. While the demolition and excavation activities associated with the redevelopment of the project site could result in the exposure of construction workers to hazardous or potentially hazardous materials, adherence to the SHSP, the project-specific recommendations set forth in the Environmental Site Assessment, and existing mandatory federal, state, and local regulations controlling hazardous materials would ensure that impacts associated with this issue are not						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
significant. Therefore, no significant direct or cumulative impacts associated with this issue would occur.						
(b) **Be located on or within 2,000 feet of a site that is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?** The project site is not located on the State of California Hazardous Waste and Substances Sites (Cortese) List and is not located on or within 2,000 feet of a site on the State of California Hazardous Waste and Substances Sites List. The County of San Diego maintains a Site Assessment Mitigation (SAM) Case Listing of known contaminated sites throughout the County. While no SAM Case Listings exist onsite, there are several sites on the SAM case listing that are within 2,000 feet of the project site. However, none of these exists on or directly adjacent to the project site block, and compliance with regulations will avoid significant impacts to human health and the environment. Additionally, in accordance with the analysis in the FEIR, adherence to existing mandatory federal, state, and local regulations as well as uniformly applied development policies and standards would avoid significant impacts to human health and the environment.						**X**	**X**
(c) **Substantial safety risk to operations at San Diego International Airport?** The proposed project site is within the boundaries of the Airport Influence Area of the Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport (SDIA). The Airspace Protection guidelines for the project site limit building heights to 350 feet. The proposed project would consist of a three-story building with a maximum building height of 85 feet (60-foot maximum height from above grade to the roof and 85-foot maximum height from above grade to the top of the flagpole). As such, the						**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
proposed project would be well within the limits for airspace protection. The project is located within Airport Land Use Compatibility Zone C, or a region outside of the Object Free Area or Sideline Safety Zone. This zone category is used for projects outside of an area where safety is of moderate concern. Therefore, no direct or cumulative impacts associated with this issue are anticipated to occur.						
(d) **Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan?** The FEIR concludes that development that occurs in accordance with the Downtown Community Plan would not adversely affect implementation of the City of San Diego's Emergency Operations Plan. Since the proposed land use designation of the proposed project under the 1992 Centre City Community Plan is not substantially different from the 2006 Downtown Community Plan land use designation assumed in the FEIR analysis, construction and operation of the proposed project would not affect the City's ability to adequately respond during an emergency. If the proposed fire station is ultimately constructed and operated, this location would likely improve response times to existing and newly developed areas of the western portion of downtown, particularly along Pacific Highway and Harbor Drive. In addition, the project site is located in an area to the west of the train/trolley tracks, thereby avoiding delays to east/west vehicular traffic that are sometimes caused by rail traffic that passes through downtown. Therefore, no direct or cumulatively significant impacts associated with this issue are anticipated.					**X**	**X**
8. HYDROLOGY AND WATER QUALITY						
(a) **Substantially degrade groundwater or surface water quality?** Urban runoff generated within the Downtown Community Plan area is collected by storm drains that eventually discharge into San		**X**			**X**	

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
Diego Bay. San Diego Bay is currently experiencing water quality problems caused by urban development within its watershed. The majority of the proposed project site is currently paved or covered by a structure and redevelopment of the site would not result in an increase in impervious surfaces onsite. Construction activities onsite could result in groundwater discharge of runoff, which would contribute in a cumulative nature to the water quality impacts to San Diego Bay; however, existing mitigation as described under the FEIR including Waste Discharge Permits required for groundwater discharge during construction would apply to the project and no greater impacts than that previously analyzed are expected to occur. Implementation of Best Management Practices required by the City's Standard Urban Storm Water Mitigation Program would likely reduce the project's urban runoff contribution below the present level. In addition, Waste Discharge Permits required for groundwater discharge during construction would ensure that impacts to groundwater quality are not significant. Further, the proposed project would conform to the design recommendations in the Limited Phase II Environmental Site Assessment prepared by Ninyo and Moore (2005) pertaining to groundwater and the project foundation and subterranean walls would prevent leakage from or contamination to the groundwater layer. Construction dewatering activities would require treatment prior to discharge under the City's National Pollution Discharge Elimination System. Direct impacts associated with groundwater and surface water quality would not be significant. Although the proposed project would not result in direct impacts to water quality, the FEIR concluded that the water quality of San Diego Bay is already impacted, and the addition of any						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
pollutants in urban runoff discharged to the Bay would result in a cumulatively significant impact. Thus, the project's incremental contribution to the discharge of polluted urban runoff into San Diego Bay, when viewed in connection with polluted runoff discharged into San Diego Bay by past, existing, and reasonably foreseeable future projects, is considered a significant cumulative impact. No mitigation other than adhering to existing regulations has been identified to feasibly reduce this impact to below a level of significance. Consistent with the FEIR, the cumulative water quality impact would remain significant and not mitigated.						
(b) **Substantially increase impervious surfaces and associated runoff flow rates or volumes?** The proposed project is located on a site that is currently developed and covered with impervious surfaces. Implementation of the proposed project would result in impervious surfaces similar to those that exist onsite. In addition, the proposed project has also been designed to achieve LEED Silver rating or above. The building would contain a series of green roofs on the third and roof levels, and would provide an angled roof canopy over an elevated atrium element that would contain photovoltaic panels. The project also proposes to incorporate a "green wall" on a portion of the west elevation where a vine is intended to cascade from the third floor planters down an open mesh screen to provide additional landscaping near the corner of the project and to minimize sun exposure into the apparatus bay. Incorporation of these features would reduce the amount of runoff from the proposed project. Therefore, the redevelopment of the proposed site would not substantially increase the runoff volume entering the storm drain system and the proposed project would not substantially increase the runoff volume or pollutant concentration entering the storm drain system since the amount of impervious surfaces and, consistent with the					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
analysis of the FEIR., direct and cumulative impacts associated with this issue are not significant.						
(c) **Substantially impede or redirect flows within a 100-year flood hazard area?** The proposed project is located on a site is not within a 100-year floodplain. Similarly, the proposed project would not affect off-site flood hazard areas, as no 100-year floodplains are located downstream. Therefore, direct and cumulative impacts associated with this issue are not significant.					**X**	**X**
(d) **Substantially increase erosion and sedimentation?** The proposed project is located on a site that is currently developed with impervious surfaces. The hydrology of the proposed site would not be substantially altered by implementation of the proposed project as the site would maintain a similar quantity of impervious surfaces and, therefore, the proposed project would not substantially increase the long-term potential for erosion and sedimentation. However, the potential for erosion and sedimentation could increase during the short-term during site preparation, excavation and other construction activities. The proposed project's compliance with regulations mandating the preparation and implementation of a Storm Water Pollution Prevention Plan would ensure that impacts associated with erosion and sedimentation are not significant. Therefore, no direct or cumulative impacts associated with this issue are anticipated.					**X**	**X**
9. LAND USE AND PLANNING						
(a) **Physically divide an established community?** The proposed project would not have a footprint that exceeds one block and does not propose any features or structures that would physically divide an established community. Redevelopment of the project site would maintain the street grid and would implement					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
design features to help integrate the structure with the surroundings. Therefore, no direct or cumulative impacts associated with this issue are anticipated.						
(b) **Substantially conflict with the City's General Plan and Progress Guide, Downtown Community Plan, Centre City PDO or other applicable land use plan, policy, or regulation?** The proposed project is located on a site within the Commercial/Office District under the 1992 PDO, which is intended to accommodate government, business and professional offices, hotels, judicial facilities, and a variety of support commercial services and residential development. An allowable base Floor Area Ratio (FAR) of 4.0 applies to this site. The proposed project would result in the development of a three-story fire station totaling approximately 16,000 square feet on a 10, 000- square foot site. This would result in a total building FAR of 1.6, which is below the maximum permissible FAR of 4.0 allowed for this site. Under the 1992 PDO, no minimum off-street parking requirements shall apply to fire stations within Centre City; however, the proposed project would provide 16 parking stalls (15 standard and 1 van-accessible) in one underground parking level. As discussed in 7.c, the proposed project is within the jurisdiction of the ALUCP for SDIA; however, the proposed project would result in the construction of a building that would be no more than three stories in height, it is well within the limits for airspace protection. Therefore, impacts associated with this issue are not anticipated to occur. The proposed project would comply with the goals and requirements of the Downtown Community Plan and would meet all applicable standards of the PDO if the findings for approval of the PDP for the driveway deviations are met. Therefore, no significant direct or cumulative						**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
impact associated with an adopted land use plan would occur.						
(c) **Substantial incompatibility with surrounding land uses**? Sources of land use incompatibility include noise, lighting, shading, and industrial activities. It is not anticipated that construction of the proposed project would result in, or be subject to, adverse impacts due to substantially incompatible land uses, with the exception of noise. Compliance with the City's Light Pollution Ordinance would ensure that land use incompatibility impacts related to the proposed project's emitting of, and exposure to, lighting are not significant. Existing mandatory local, state, and federal regulations controlling industrial activities would ensure that if a fire station were to be constructed and operated at the project site, it would not be vulnerable to potential land use compatibility impacts resulting from its proximity to nearby industrial activities. As discussed in the FEIR, a portion of Pacific Highway from Cedar to Beech Street within the vicinity of the proposed project would exceed 70 dB(A) CNEL. Potential impacts associated with the project's incompatibility with traffic noise on adjacent grid streets and railroad noise are likely to occur; these potential noise impacts are discussed in detail in Section 11(b). As discussed in the 2006 FEIR, noise levels from train and trolley operations do not exceed the exterior noise standard of 65 dBA CNEL and would, therefore, not result in significant impacts. Additionally, the FEIR states that diesel train engines may produce short-term noise levels of 85 dBA but concludes that the duration of these events is not sufficient to create a measurable noise constraint. Horns and crossing bells are categorized as "nuisance" noise within the 2006 FEIR. Noise from these sources can reach up to 95 dBA at a distance of 50 feet. While these nuisance noises would likely be					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
heard intermittently at the proposed project site, they would not serve to exceed the 70 dBA CNEL standard at the proposed project site on a consistent basis. In addition, the proposed fire station is located in a downtown, urban environment adjacent it the trolley and train, which contribute short-term intermittent noise events to the area. Although the proposed fire station would add an additional noise element to the environment (i.e., sirens), it would be providing an essential public service. In addition, these are required emergency signaling devices which are exempt under the City's Noise Ordinance which states the following: • Nothing in this section shall apply to authorized emergency vehicles when being used in emergency situations, including the blowing of sirens and/or horns. (New Sec. 59.5.0402 Motor Vehicles - Added 9-22-76 by O-l1916 N.S. - formerly Sec. 59.5.0403.) The operational activities of the proposed project would be properly addressed by the conditions placed on the project. These conditions would minimize potential incompatibilities associated with lighting, and industrial activities, and no significant direct or cumulative impacts associated with this issue are anticipated.							

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(d) **Substantially impact surrounding communities due to sanitation and litter problems generated by transients displaced by downtown development?** Because the project involves the redevelopment of an existing site with no impact to development off-site, and because transients are not known to currently congregate on site, the project will not contribute in a direct or cumulative manner to the impact of sanitation and litter problems generated by displaced transients.					**X**	**X**
10. MINERAL RESOURCES						
(a) **Substantially reduce the availability of important mineral resources?** The FEIR concludes that the viable extraction of mineral resources is limited in Centre City due to its urbanized nature and the fact that the area is not designated as having high mineral resource potential. Therefore, no direct or cumulative impacts associated with this issue would occur.					**X**	**X**
11. NOISE						
(a) **Substantial noise generation?** Short-term construction noise impacts would be avoided by adherence to construction noise limitations imposed by the City's Noise Abatement and Control Ordinance. The FEIR defines a significant long-term traffic noise increase as an increase of at least 3.0 dBA CNEL for street segments already exceeding 65 dBA CNEL. The FEIR identified nine segments in the downtown planning area that would be significantly impacted as a result of traffic generation. One of those nine segments (Pacific Highway from Cedar Street to Beech Street) directly borders the project site to the west. The FEIR further states that the Pacific Highway segment would experience and individually significant increase (+5.4 dBA CNEL) with implementation of the Downtown Community Plan. The FEIR concludes that there are no feasible mitigation measures available to reduce	**X**	**X**				

Issues and Supporting Information		Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
		Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
	the significant increase in noise on affected roadways and this impact remains significant and unavoidable.						
(b)	**Substantial exposure of required outdoor residential open spaces or public parks and plazas to noise levels (e.g., exposure to levels exceeding 65 dBA CNEL)?** The FEIR indicates that traffic noise levels on an identified street segment bordering the project site (Pacific Highway from Cedar Street to Beech Street) would exceed the exterior noise level standard of 65 dBA CNEL for required outdoor residential open spaces. The proposed project would accommodate the living and working needs of fire personnel while they are on duty and would be required to meet the interior noise standards for residential uses. While it is likely that a fire station would have an outdoor space for fire personnel, it would not be considered required open space, and would therefore not be subject to further noise mitigation. Additionally, the FEIR indicates that hourly average noise levels from the train and trolley operations do not exceed the exterior noise standard of 70 dBA CNEL and would, therefore, not result in significant impacts. As described in the FEIR, diesel train engines that travel immediately east of the project site may produce short-term noise levels of 85 dBA but concludes that the duration of these events is not sufficient to create a measurable noise constraint. Horns and crossing bells are categorized as "nuisance" noise within the 2006 FEIR. Noise from these sources can reach up to 95 dBA at a distance of 50 feet. While these nuisance noises would likely be heard at the proposed project site, they are short term and would not serve to exceed the 70 dBA CNEL hourly average standard at the proposed project site. In addition, the proposed fire station is located in a downtown, urban environment adjacent it the trolley and train, which contribute short-term intermittent noise events to the area. Although the proposed fire					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
station would add an additional noise element to the environment (i.e., sirens), it would be providing an essential public service. In addition, these are required emergency signaling devices which are exempt under the City's Noise Ordinance which states the following: • Nothing in this section shall apply to authorized emergency vehicles when being used in emergency situations, including the blowing of sirens and/or horns. (New Sec. 59.5.0402 Motor Vehicles - Added 9-22-76 by O-l1916 N.S. - formerly Sec. 59.5.0403.) Therefore, since the project does not contain required residential open spaces, or public parks or plazas, and because noise from emergency vehicles are exempt under the City's Noise Ordinance, direct and cumulative impacts associated with this issue are not significant.							
(c) **Substantial interior noise within habitable rooms (e.g., levels in excess of 45 dBA CNEL)?,** The proposed project would accommodate the living and working needs of fire personnel while they are on duty and would be required to meet the interior noise standards for residential uses. As stated in the FEIR, prior to approval of a building permit for any residential, hospital, or hotel (habitable rooms) within 475 feet of the centerline of Interstate 5 or adjacent to a roadway carrying more that 7,000 ADT (i.e., Pacific Highway between Cedar and Beech), 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. Implementation of Mitigation Measure NOI-B.1-1 would reduce the impacts associated with interior noise in habitable rooms to a level less than significant. Therefore, project-level impacts associated with this issue			**X**			**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
are anticipated to be less than significant with mitigation. Cumulative impacts associated with this issue would not occur.						
12. POPULATION AND HOUSING						
(a) **Substantially induce population growth in an area?** Redevelopment of the project site is consistent in land use with the Downtown Community Plan. The primary purpose of the project site's redevelopment is to provide increased fire protection for downtown businesses and residents. The project would not induce growth to exceed that analyzed throughout the FEIR and this Secondary Study. Therefore, additional impacts associated with this issue would not occur.					**X**	**X**
(b) **Substantial displacement of existing housing units or people?** Redevelopment of the project site is consistent in land use with the Downtown Community Plan and would provide increased fire protection services to downtown businesses and residents. Adverse physical changes associated with the population growth generated by the proposed project would not exceed those analyzed throughout the FEIR and this Secondary Study. No existing housing units are on site or would be affected by the development or operation of the proposed project. Overall displacement of existing housing units or persons would not occur as a result of the proposed project, and the construction of replacement housing would not be required. Impacts associated with this issue would not occur.					**X**	**X**
13. PUBLIC SERVICES AND UTILITIES:						
(a) **Substantial adverse physical impacts associated with the provision of new schools?** The FEIR concludes that the additional student population anticipated at buildout of downtown would require the construction of at least one additional school. The population of school-aged children attending public schools is dependent					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
upon current and future residential development. The proposed project would provide habitable rooms for fire personnel and would not provide living accommodations for school-aged children. Since the accepted method for student population generation is rooted in residential development and the proposed project does not include residential uses for school-aged children, the proposed project would not generate a sufficient number of students to warrant construction of a new school facility. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.						
(b) **Substantial adverse physical impacts associated with the provision of new libraries?** The FEIR concludes that, cumulatively, development in the downtown would generate the need for a new Main Library and possibly several smaller libraries within the downtown. In and of itself, the proposed project would not generate additional demand necessitating the construction of new library facilities. However, according to the analysis in the FEIR, the proposed project is considered to contribute to the cumulative need for new library facilities in the downtown identified in the FEIR. Nevertheless, the specific future location of these facilities (except the Main Library) is unknown at present time. Pursuant to Section 15145 of CEQA, analysis of the physical changes in the downtown planning area, which may occur from future construction of these public facilities, would be speculative and no further analysis of their impacts is required (The environmental impacts of the Main Library were analyzed in a Secondary Study prepared by CCDC in 2001). Construction of any additional library facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures. Therefore, the proposed project would not result in direct or cumulative impacts					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
associated with this issue.						
(c) **Substantial adverse physical impacts associated with the provision of new fire protection/emergency facilities?** The FEIR does not conclude that the cumulative development of the downtown area would generate additional demand necessitating the construction of new fire protection/emergency facilities. However, through the collective efforts of the City, the Redevelopment Agency, and CCDC, two sites for new fire stations have been secured in the downtown area; one of which is the proposed Fire Station No. 2 (Bayside). The proposed project would serve to further improve and enhance the current fire protection services in the downtown area. Potential impacts associated with the proposed project are discussed throughout this Secondary Study. The proposed project would not result in direct or cumulative impacts associated with the provision of new fire protection/emergency services beyond those analyzed within this Secondary Study.					**X**	**X**
(d) **Substantial adverse physical impacts associated with the provision of new law enforcement facilities?** The FEIR analyzes impacts to law enforcement service resulting from the cumulative development of the downtown and concludes that the construction of new law enforcement facilities would not be required. Since the land use designation of the proposed development is consistent with the Downtown Community Plan land use designation for the site, the project would not generate a level of demand for law enforcement facilities beyond the level assumed by the FEIR. However, the need for a new facility could be identified in the future. Pursuant to Section 15145 of CEQA, analysis of the physical changes in the downtown planning area, which may occur from future construction of law enforcement facilities, would be speculative and no further analysis of their impacts is required. However, construction of new					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
law enforcement facilities would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.						
(e) **Substantial adverse physical impacts associated with the provision of new water transmission or treatment facilities?** The FEIR concludes that new water treatment facilities would not be required to address the cumulative development of the downtown. In addition, water pipe improvements that may be needed to serve the proposed project are categorically exempt from environmental review under CEQA as stated in the FEIR. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.					**X**	**X**
(f) **Substantial adverse physical impacts associated with the provision of new storm water facilities?** The FEIR concludes that the cumulative development of the downtown would not impact the existing downtown storm drain system. Since implementation of the proposed project would result in impervious surfaces similar to the existing use of the site, the amount of runoff volume entering the storm drain system would not increase. The proposed project is designed to be LEED Silver certified and would include design elements that would increase the amount of surface area absorption and would, through controlled diversion, assist in the prevention of storm water runoff to ground-level storm water system drains and localized flooding on nearby streets. Therefore, the proposed project would not create demand for new storm water facilities. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
(g) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?** California Water Code Section 10910 requires projects analyzed under CEQA to assess water demand and compare that finding to the jurisdiction's projected water supply. The proposed project does not require the preparation of a Water Supply Assessment (WSA) as it does not meet any of the thresholds established by SB 610 or SB 221. According to the FEIR, in the short term, planned water supplies and transmission or treatment facilities are adequate. Expansion of the Alvarado Water Treatment Plant (construction scheduled to be complete in Winter 2010) would also provide increased capacity for treating water supply for the downtown area. Water transmission infrastructure necessary to transport water supply to the downtown area is already in place. Potential direct impacts would not be significant. However, buildout of the 2006 Downtown Community Plan would generate 1.4% more water demand than planned for in the adopted 2005 UWMP. This additional demand was not considered in SDCWA's Urban Water Management Plan (UWMP). To supplement this and meet the additional need, SDCWA indicates that it will have a local water supply (from surface water, water recycling, groundwater, and seawater desalination) to meet the additional demand resulting from buildout of the Downtown Community Plan. In accordance with the conclusion in the FEIR, this additional demand would not represent a substantial increase in the challenge of meeting the otherwise anticipated demand for water within the SDCWA service area. Since the proposed project does not meet the requirements of SB 610 and is consistent with the Downtown Community Plan, direct and cumulative impacts related to water supply would be considered not					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
significant.						
(h) **Substantial adverse physical impacts associated with the provision of new wastewater transmission or treatment facilities?** The FEIR concludes that new wastewater treatment facilities would not be required to address the cumulative development of the downtown. In addition, sewer improvements that may be needed to serve the proposed project are categorically exempt from environmental review under CEQA as stated in the FEIR. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.					**X**	**X**
(i) **Substantial adverse physical impacts associated with the provision of new landfill facilities?** The FEIR concludes that cumulative development within the downtown planning area would increase the amount of solid waste sent to the Miramar Landfill and contribute to the eventual need for an alternative landfill. The proposed project is not likely to generate a higher level of solid waste than the existing use of the site; however, implementation of a mandatory Waste Management Plan and compliance with the applicable provisions of the San Diego Municipal Code would ensure that both short- and long-term project-level impacts are not significant. However, the project would contribute, in combination with other development activities in the downtown, to the cumulative increase in the generation of solid waste sent to the Miramar Landfill and the eventual need for a new landfill as identified in the FEIR. The location and size of a new landfill is unknown at this time. Pursuant to Section 15145 of CEQA, analysis of the physical changes that may occur from future construction of landfills would be speculative and no further analysis of					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
their impacts is required. However, construction or expansion of a landfill would be subject to CEQA. Environmental documentation prepared pursuant to CEQA would identify potentially significant impacts and appropriate mitigation measures. Therefore, the proposed project would not result in direct or cumulative impacts associated with this issue.						
14. PARKS AND RECREATIONAL FACILITIES:						
(a) **Substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?** The FEIR discusses impacts to park and recreational facilities and the maintenance thereof and concludes that buildout pursuant to the Downtown Community Plan would not result in significant impacts associated with this issue. The proposed project would not likely generate a level of demand for parks and recreational facilities beyond the level assumed by the FEIR. Therefore, substantial deterioration of existing neighborhood or regional parks would not occur or be substantially accelerated as a result of the proposed project. No direct or cumulative significant impacts associated with this issue would occur.					X	X
15. TRANSPORTATION/TRAFFIC						
(a) **Cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E?** According to the FEIR, any project anticipated to generate more than 2,400 daily trips or 200 peak hour trips is required to prepare a traffic study. Based on the anticipated use of the proposed project (i.e., fire station), a traffic study was prepared by Linscott, Law, and Greenspan Engineers to assess the potential impacts to the local circulation system as a result of the proposed project. Based on the findings of the study, the proposed fire station would generate a maximum of					X	X

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
138 average daily trips (LLG 2010). The study confirmed that the proposed project would not cause the LOS on any of the study intersections or road segments to drop below the LOS E threshold. While no study intersections would drop below the LOS E threshold, the traffic generated by the proposed fire station could, in combination with the traffic generated by other downtown development and within the project area (i.e., the Monarch School, Tramonto), contribute to the cumulative traffic impacts projected in the FEIR. However, according to the analysis in the project-specific traffic analysis, intersection and road segments operations would still continue to operate at an acceptable LOS in the long term (2030) with implementation of the proposed project. Additionally, it is important to note that all trips from project operation may not necessarily be considered "new" trips. The project site is currently occupied by a drive-through fast food restaurant that is currently generating traffic. Additionally, operation of the proposed fire station would result in a redistribution of existing emergency calls from other stations in the area with the intent of more efficient responses. While the traffic analysis prepared for the proposed project did not determine significant direct or cumulative impacts and no mitigation measures were deemed necessary for project implementation, the following design recommendations related to access, incident call operations, and other modifications were included in the traffic analysis to facilitate adequate operations at driveways and overall access to and from the site: • Pacific Highway along the project frontage should comply with the North Embarcadero Visionary Plan (NEVP) cross-section for a 6-lane Prime Arterial. The North Embarcadero Visionary Plan Schematic Design shows a							

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
right-of-way of 130 feet and a curb-to-curb section of 106 feet. • The project proposes one driveway on Pacific Highway. This driveway is intended to primarily serve the entrance to the personal and fire truck vehicles and the exit to the personal vehicles. The driveway will be restricted to right-in/right-out only movements due to the raised median on Pacific Highway. The driveway is proposed to be placed as far south along the project frontage as physically possible. No issues with this driveway placement are foreseen. • Cedar Street along the project frontage should comply with the North Embarcadero Visionary Plan cross-section for a 2-lane Collector. The North Embarcadero Visionary Plan Schematic Design shows a right-of-way of 80 feet and a curb-to-curb width of 52 feet. • Based on the "Quiet Zone" conceptual plan for Cedar Street, it shows a raised median of approximately 200 feet in length (with a 30-foot break). In addition, it includes quad gates, pre-signals, cantilevers with flashing lights and pedestrian gates. • The traffic signal preemption at the Pacific Highway and Cedar Street intersection should be designed to provide an emergency fire service vehicle the ability to preempt the traffic signal in order to have a green light for Cedar Street. • When the tracks are being used by the Trolley, Coaster or Amtrak, gates are down for no more than 30 seconds. For freight trains, the gates can be down for several minutes. When this occurs, queues could develop at the gates and extend all the way to Pacific Highway. Therefore, the southbound left-turn should be skipped so vehicles don't enter Cedar Street without a place to go. If it becomes a problem, then the City will need to monitor and make						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
sure that the fire station driveway blockage is not a consistent problem. The City should consider a no-right-turn illumination on red and green when gates are down. • The train call traffic signal preemption takes priority in the event of an incident call. Emergency fire service vehicles traveling east will be forced to withstand the entire train call preemptive system until the train has passed and the gates are raised. The traffic signal preemption at the Pacific Highway and Cedar Street intersection should be designed to provide an emergency fire service vehicle the ability to preempt the traffic signal in order to have a green light for Cedar Street. The preemption system will hold vehicles traveling northbound and southbound on Pacific Highway by giving the vehicles a red light. In the event that the emergency fire vehicle is traveling west during a train call, vehicles waiting for a train to pass that are concurrently blocking the fire station driveway would be able to pull over along the red curb and clear the fire station driveway to create a "break" where the emergency vehicles could exit without major delays. The City should consider a no-right-turn illumination on red and green when gates are down. • A painted red curb for 42 feet with an 8-foot striped out area along the south side of Cedar Street east of the fire station. In the occasion that a vehicle is waiting for a train to pass and is concurrently blocking the fire station driveway, the red curb would allow a vehicle to pull over and clear the fire station driveway. • A "Keep Clear" sign should be painted on the pavement in front of the fire station driveway. • The raised median due to the "Quiet Zone" will need a break beyond the proposed 30 feet. Increase the median break to 42 feet to allow for fire trucks to make left turns out.						

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
As concluded in the traffic analysis prepared for the proposed project, the proposed project would not result in significant direct or cumulative capacity-related impacts at key intersections or street segments and would not cause the level of service (LOS) on a roadway segment or intersection to drop below LOS E. Therefore, no direct and cumulative impacts are associated with this issue.						
(b) **Cause the LOS on a freeway segment to drop below LOS E or cause a ramp delay in excess of 15 minutes?** The FEIR concludes that development pursuant to the Downtown Community Plan would result in significant cumulative impacts to freeway segments and ramps serving the downtown planning area. While the project-specific traffic analysis did not analyze impacts to specific freeway segments, it does conclude that implementation of the proposed project would not significantly increase road segment or intersection operations. Nonetheless, the proposed development would contribute on a cumulative-level to the substandard LOS F identified in the FEIR on all freeway segments in the downtown area and on several ramps serving the downtown. FEIR Mitigation Measure TRF-A.2.1-1 would reduce these impacts to the extent feasible, but not below a level of significance, (this mitigation measure is not the responsibility of the proposed project, and therefore, is not included in Attachment A). The FEIR concludes that the uncertainty associated with implementing freeway improvements and limitations in increasing ramp capacity limits the feasibility of fully mitigating impacts to these facilities. Thus, the proposed project's cumulative-level impacts to freeways would remain significant and unavoidable, consistent with the analysis of the FEIR.		**X**				**X**
(c) **Create an average demand for parking that would exceed the average available supply?** Under the 1992 PDO, there is no minimum parking requirement for fire stations. Currently,					**X**	**X**

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
parking adjacent to the site is prohibited and would remain so with implementation of the proposed project. However, it is anticipated that the proposed project would provide 16 parking stalls (15 standard and 1 van-accessible) on-site in one underground parking level. Therefore, it is anticipated that the proposed project would not create an average demand for parking that would exceed the average supply and impacts would not be significant. No direct or cumulative significant impacts associated with this issue would occur.						
(d) **Substantially discourage the use of alternative modes of transportation or cause transit service capacity to be exceeded?** The proposed project does not include any features that would discourage the use of alternative modes of transportation. The proposed project does not include any design features that would cause hazards or barriers for pedestrians or bicyclists. In the event of a fire response, sirens would be used to warn pedestrians and bicyclists that vehicles would be exiting the site. Any required improvements would be constructed to maintain existing conditions as it relates to pedestrians and bicyclists. Therefore, no impact will occur associated with transit or alternative modes of transportation.					**X**	**X**
16. MANDATORY FINDINGS OF SIGNIFICANCE						
(a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?** As indicated in the FEIR, due to the highly urbanized nature of the downtown area, no	**X**	**X**				

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
sensitive plant or animal species, habitats, or wildlife migration corridors are located in the Centre City area. However, the project does have the potential to eliminate important examples of major periods of California history or prehistory at the project level. No other aspects of the project would substantially degrade the environment. Cumulative impacts are described in subsection 16.b below.						
(b) **Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?** As acknowledged in the FEIR, implementation of the Downtown Community Plan, PDO, and Redevelopment Plan would result in cumulative impacts associated with: aesthetics/visual quality, air quality, historical and archaeological resources, physical changes associated with transient activities, noise, parking, traffic, and water quality. This project would contribute to those impacts, specifically air quality, historical and archaeological resources, noise, traffic, and water quality. Implementation of the mitigation measures identified in the FEIR would reduce some significant cumulative impacts; however, the impacts would remain significant and immitigable. Cumulative impacts would not be greater than those identified in the FEIR		**X**				
(c) **Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?** As described elsewhere in this study, the proposed project would result in significant and unmitigated impacts. Those impacts associated with air and noise could have substantial adverse effects on human beings. However, these impacts would be no greater than those assumed in the	**X**	**X**				

Issues and Supporting Information	Significant And Not Mitigated (SNM)		Significant But Mitigated (SM)		Not Significant (NS)	
	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)	Direct (D)	Cumulative (C)
FEIR. Implementation of the mitigation measures identified in the FEIR would mitigate many, but not all, of the significant impacts.						

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ATTACHMENT A

MITIGATION MEASURES

FOR THE PROPOSED

FIRE STATION NO. 2 (BAYSIDE)

MAY 2010

ATTACHMENT A
MITIGATION MONITORING AND REPORTING PROGRAM

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
AIR QUALITY (AQ)				
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)**	***Mitigation Measure AQ-B.1-1:*** Prior to approval of a Grading or Demolition Permit, the City shall confirm that the following conditions have been applied, as appropriate: 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: 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.	Prior to Demolition or Grading Permit (Design)	Developer	City

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	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 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. 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			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	City/County/State for removal of toxic or hazardous materials shall be utilized. 15. Rubble piles shall be maintained in a damp state to minimize dust generation. 16. During finish work, low-VOC paints and efficient transfer systems shall be utilized, to the extent possible. 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.			
HISTORICAL RESOURCES (HIST)				
Impact HIST-B.1: **Development in downtown could impact significant buried archaeological resources. (Direct and Cumulative)**	***Mitigation Measure HIST-B.1-1:*** If the potential exists for direct and/or indirect impacts to significant buried archaeological resources, the following measures shall be implemented in coordination with a Development Services Department designee and/or City Staff to the Historic Resources Board (HRB) ("City Staff") in accordance with Chapter 14, Article 3, Division 2, Historical Resources Regulations of the Land Development Code. Prior to issuance of any permit that could directly affect an archaeological resource, City Staff shall assure that all elements of the MMRP are performed in accordance with all applicable City regulations and guidelines by an Archaeologist meeting the qualifications specified in Appendix B of the San Diego Land Development Code, Historical Resources Guidelines. City Staff shall also require that the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities. Archeological resources which also meet the definition of historical resources or unique archaeological resources under CEQA or the SDMC shall be treated in accordance with the following evaluation procedures and applicable mitigation program: Step 1-Initial Evaluation	Prior to Demolition or Grading Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	City Staff

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	An initial evaluation for the potential of significant subsurface archaeological resources shall be prepared to the satisfaction of City Staff as part of an Environmental Secondary Study for any activity which involves excavation or building demolition. The initial evaluation shall be guided by an appropriate level research design in accordance with the City's Land Development Code, Historical Resources Guidelines. The person completing the initial review shall meet the qualification requirements as set forth in the Historical Resources Guidelines and shall be approved by City Staff. The initial evaluation shall consist , at a minimum, of a review of the following historical sources: The 1876 Bird's Eye View of San Diego, all Sanborn Fire Insurance Company maps, appropriate City directories and maps that identify historical properties or archaeological sites, and a records search at the South Coastal Information Center for archaeological resources located within the property boundaries. Historical and existing land uses shall also be reviewed to assess the potential presence of significant prehistoric and historic archaeological resources. The person completing the initial review shall also consult with and consider input from local individuals and groups with expertise in the historical resources of the San Diego area. These experts may include the University of California, San Diego State University, San Diego Museum of Man, Save Our Heritage Organization (SOHO), local historical and archaeological groups, the Native American Heritage Commission (NAHC), designated community planning groups, and other individuals or groups that may have specific knowledge of the area. Consultation with these or other individuals and groups shall occur as early as possible in the evaluation process. When the initial evaluation indicates that important archaeological sites may be present on a project site but their presence cannot be confirmed prior to construction or demolition due to obstructions or spatially limited testing and data recovery, the applicant shall prepare and implement an archaeological monitoring program as a condition of development approval to the satisfaction of City Staff. If the NAHC Sacred Lands File search is positive for Native American resources within the project site, then additional evaluation must include participation of a local Native American consultant in accordance with CEQA Sections 15064.5(d), 15126.4(b)(3) and Public Resources Code Section 21083.2. No further action is required if the initial evaluation demonstrates there is no			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	potential for subsurface resources. The results of this research shall be summarized in the Secondary Study. Step 2-Testing A testing program is required if the initial evaluation demonstrates that there is a potential for subsurface resources. The testing program shall be conducted during the hazardous materials remediation or following the removal of any structure or surface covering which may be underlain by potential resources. The removal of these structures shall be conducted in a manner which minimizes disturbance of underlying soil. This shall entail a separate phase of investigations from any mitigation monitoring during construction. The testing program shall be performed by a qualified Historical Archaeologist meeting the qualifications specified in Appendix B of the San Diego Land Development Code, Historical Resources Guidelines. The Historical Archaeologist must be approved by City Staff prior to commencement. Before commencing the testing, a treatment plan shall be submitted for City Staff approval that reviews the initial evaluation results and includes a research design. The research design shall be prepared in accordance with the City's Historical Resources Guidelines and include a discussion of field methods, research questions against which discoveries shall be evaluated for significance, collection strategy, laboratory and analytical approaches, and curation arrangements. All tasks shall be in conformity with best practices in the field of historic urban archaeology. A recommended approach for historic urban sites is at a minimum fills and debris along interior lot lines or other areas indicated on Sanborn maps. Security measures such as a locked fence or surveillance shall be taken to prevent looting or vandalism of archaeological resources as soon as demolition is complete or paved surfaces are removed. These measures shall be maintained during archaeological field investigations. It is recommended that exposed features be covered with steel plates or fill dirt when not being investigated. The results of the testing phase shall be submitted in writing to City Staff and shall include the research design, testing results, significance evaluation, and recommendations for further treatment. Final determination of significance			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	shall be made in consultation with City Staff , and with the Native American community, if the finds are prehistoric. If no significant resources are found and site conditions are such that there is no potential for further discoveries, then no further action is required. If no significant resources are found but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the provisions set forth in Step 4 - Monitoring. If significant resources are discovered during the testing program, then data recovery in accordance with Step 3 shall be undertaken prior to construction. If the existence or probable likelihood of Native American human remains or associated grave goods area discovered through the testing program, the Qualified Archaeologist shall stop work in the area, notify the City Building Inspector, City staff, and immediately implement the procedures set forth in CEQA Guidelines Section 15064.5 and the California Public Resources Code (PRC) Section 5097.98 for discovery of human remains. This procedure is further detailed in the Mitigation, Monitoring and Reporting Program (Step 4). City Staff must concur with evaluation results before the next steps can proceed. Step 3-Data Recovery For any site determined to be significant, a Research Design and Data Recovery Program (RDDRP) shall be prepared in accordance with the City's Historical Resources Guidelines, approved by City Staff, and carried out to mitigate impacts before any activity is conducted which could potentially disturb significant resources. The archaeologist shall notify City Staff of the date upon which data recovery will commence ten (10) working days in advance. All cultural materials collected shall be cleaned, catalogued and permanently curated with an appropriate institution. Native American burial resources shall be treated in the manner agreed to by the Native American representative or be reinterred on the site in an area not subject to further disturbance in accordance with CEQA section 15164.5 and the Public Resources Code section 5097.98. All artifacts shall be analyzed to identify function and chronology as they relate to the history of the area. Faunal material shall be identified as to species and specialty studies shall be completed, as appropriate. All newly discovered archaeological sites shall be recorded with the South Coastal Information			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	Center at San Diego State University. Any human bones and associated grave goods of Native American origin encountered during Step 2-Testing, shall, upon consultation, be turned over to the appropriate Native American representative(s) for treatment in accordance with state regulations as further outlined under Step 4-Monitoring (Section IV. Discovery of Human Remains). A draft Data Recovery Report shall be submitted to City Staff within twelve months of the commencement of the data recovery. Data Recovery Reports shall describe the research design or questions, historic context of the finds, field results, analysis of artifacts, and conclusions. Appropriate figures, maps and tables shall accompany the text. The report shall also include a catalogue of all finds and a description of curation arrangements at an approved facility, and a general statement indicting the disposition of any human remains encountered during the data recovery effort (please note that the location of reinternment and/or repatriation is confidential and not subject to public disclosure in accordance with state law). Finalization of draft reports shall be subject to City Staff review. Step 4 – Monitoring If no significant resources are encountered, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required and shall be conducted in accordance with the following provisions and components: **I. Prior to Permit Issuance** A. Construction Plan Check 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 Precon Meeting, whichever is applicable, City Staff shall verify that the requirements for Archaeological Monitoring and Native American monitoring, where the project may impact Native American resources, have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to City Staff			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	1. The applicant shall submit a letter of verification to City Staff 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. 2. City Staff will provide a letter to the applicant confirming that the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG. 3. Prior to the start of work, the applicant must obtain written approval from City Staff for any personnel changes associated with the monitoring program. **II. Prior to Start of Construction** A. Verification of Records Search 1. The PI shall provide verification to City Staff 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 Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. 3. The PI may submit a detailed letter to City Staff requesting a reduction to the ¼ mile radius. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), the Native American representative(s) (where Native American resources may be impacted), Building Inspector (BI), if appropriate, and			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	City Staff. The qualified Archaeologist and the Native American consultant/monitor 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. (a) If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City Staff, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring. 2. Archaeological Monitoring Plan (AMP) (a) Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Plan (with verification that the AMP has been reviewed and approved by the Native American consultant/monitor when NA resources may be impacted) which describes how the monitoring would be accomplished for approval by City Staff and the Native American monitor. The AMP shall include an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to City Staff identifying the areas to be monitored including the delineation of grading/excavation limits. (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). (c) Prior to the start of any work, the PI shall also submit a construction schedule to City Staff through the RE indicating when and where monitoring will occur. (d) The PI may submit a detailed letter to City Staff 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 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. **III. During Construction**			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	A. Monitor(s) Shall be Present During Grading/Excavation/Trenching 1. The Archaeological monitor shall be present full-time during all soil disturbing 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 City Staff of changes to any construction activities. 2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME, and provide that information to the PI and City Staff. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Processes detailed in Sections III.B-C, and IVA-D. shall commence. 3. The archeological and Native American consultant/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 City Staff. 4. The PI may submit a detailed letter to City Staff 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 that may reduce or increase the potential for resources to be present. B. Discovery Notification Process 1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate. 2. The Monitor shall immediately notify the PI (unless Monitor is			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	the PI) of the discovery. 3. The PI shall immediately notify City Staff by phone of the discovery, and shall also submit written documentation to City Staff within 24 hours by fax or email with photos of the resource in context, if possible. 4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered. C. Determination of Significance 1. The PI and Native American consultant/monitor, where Native American resources are discovered, shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. (a) The PI shall immediately notify City Staff by phone to discuss significance determination and shall also submit a letter to City Staff indicating whether additional mitigation is required. (b) If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor when applicable, and obtain written approval from City Staff and the Native American representative(s), if applicable. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. (c) If the resource is not significant, the PI shall submit a letter to City Staff 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. **IV. Discovery of Human Remains** If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures set forth in CEQA Section 15064.5(e), the California			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken: A. Notification 1. Archaeological Monitor shall notify the RE or BI as appropriate, City Staff , and the PI, if the Monitor is not qualified as a PI. City Staff will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery process. 2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone. B. Isolate discovery site 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 provenance of the remains. 2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance. 3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin. C. If Human Remains are determined to be Native American 1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, **ONLY** the Medical Examiner can make this call. 2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.. 3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e) and the California Public Resources and Health & Safety Codes. 4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	with proper dignity, of the human remains and associated grave goods. 5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and if: (a) The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR; (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, THEN, (c) In order to protect these sites, the Landowner shall do one or more of the following: (1) Record the site with the NAHC; (2) Record an open space or conservation easement on the site; (3) Record a document with the County. 6. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above. D. If Human Remains are not Native American 1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial. 2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98). 3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the San Diego Museum of Man for analysis. The decision for internment of the human remains shall be made in consultation with City Staff, the applicant/landowner			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	and the San Diego Museum of Man. **V. Night and/or Weekend Work** A. If night and/or work is included in the contract 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the Precon Meeting. 2. The following procedures shall be followed. (a) No Discoveries In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSVR and submit to City Staff via fax by 8 am of the next business day. (b) Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV – Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery. (c) Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed. (d) The PI shall immediately contact City Staff, or by 8 am of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made. B. If night and/or weekend work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify City Staff immediately. C. All other procedures described above shall apply, as appropriate. **VI. Post Construction**			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	A. Submittal of Draft Monitoring Report 1. The PI shall submit two copies of the Draft Monitoring Report (even if negative) prepared in accordance with the Historical Resources Guidelines and Appendices which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to City Staff, for review and approval within 90 days following the completion of monitoring, (a) For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report. (b) Recording sites with State of California Department of Parks and Recreation 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. 2. City Staff shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to City Staff for approval. 4. City Staff shall provide written verification to the PI of the approved report. 5. City Staff shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Artifacts and Submittal of Collections Management Plan, if applicable 1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate. 3. The PI shall submit a Collections Management Plan to City Staff for review and approval for any project which results in a substantial collection of historical artifacts. C. Curation of artifacts: Accession Agreement and Acceptance Verification 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 City Staff and the Native American representative, as applicable. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and City Staff. 3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance in accordance with section IV – Discovery of Human Remains, subsection 5.(d). D. Final Monitoring Report(s) 1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to City Staff (even if negative), within 90 days after notification from City Staff 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 City Staff which includes the Acceptance Verification from the curation institution.			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
NOISE (NOI)				
Impact NOI-B.1: **Noise generated by I-5 and highly traveled grid streets could cause interior noise levels in noise-sensitive uses (exclusive of residential and hotel uses) to exceed 45 dB(A). (Direct)**	***Mitigation Measure NOI-B.1-1:*** 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.	Prior to Building Permit (Design) Prior to Certificate of Occupancy (Implementation)	Developer	CCDC/City
PALEONTOLOGICAL RESOURCES (PAL)				
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)**	***Mitigation Measure PAL-A.1-1:*** In the event the Secondary Study indicates the potential for significant paleontological resources, the following measures shall be implemented as determined appropriate by CCDC. **I. Prior to Permit Issuance** A. Construction Plan Check 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, Centre City Development Corporation (CCDC) shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents. B. Letters of Qualification have been submitted to CCDC 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. 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. 3. Prior to the start of work, the applicant shall obtain approval from CCDC for any personnel changes associated with the monitoring			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	program. **II. Prior to Start of Construction** A. Verification of Records Search 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. 2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities. B. PI Shall Attend Precon Meetings 1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, 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. 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. 2. Identify Areas to be Monitored 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 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).			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	3. When Monitoring Will Occur a. 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. b. 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. **III. During Construction** A. Monitor Shall be Present During Grading/Excavation/Trenching 1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. The Construction Manager is responsible for notifying the RE, PI, and CCDC of changes to any construction activities. 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. 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 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. B. Discovery Notification Process 1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery. 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. C. Determination of Significance 1. The PI shall evaluate the significance of the resource. 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. 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. 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. 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. **IV. Night Work** A. If night work is included in the contract 1. When night work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting. 2. The following procedures shall be followed. a. No Discoveries (1) In the event that no discoveries were encountered			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	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. b. Discoveries (1) All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction. c. Potentially Significant Discoveries (1) If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed. d. The PI shall immediately contact 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. B. If night work becomes necessary during the course of construction 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin. 2. The RE, or BI, as appropriate, shall notify CCDC immediately. C. All other procedures described above shall apply, as appropriate. **VI. Post Construction** A. Submittal of Draft Monitoring Report 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, a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report. b. Recording Sites with the San Diego Natural History Museum (1) The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the			

SIGNIFICANT IMPACT(S)	MITIGATION MEASURE(S)	IMPLEMENTATION TIME FRAME	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY
	Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report. 2. CCDC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report. 3. The PI shall submit revised Draft Monitoring Report to CCDC for approval. 4. CCDC shall provide written verification to the PI of the approved report. 5. CCDC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals. B. Handling of Fossil Remains 1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued. 2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate C. Curation of fossil remains: Deed of Gift and Acceptance Verification 1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution. 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and 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.			

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ATTACHMENT B

GREENHOUSE GAS MODELING ASSUMPTIONS

MAY 2010

Appendix **Bayside Fire Station GHG Calculations**

Mobile-Source Emissions (Source: URBEMIS)

Operational Year 2013	240.67 tons	0.907 MT/ton	**218** MT/yr		

Emissions from Energy Consumption [1]

Electricity

Total KWh	MWh	Region	Emission Factor (lb CO2/MWh)	GWP	Emission Factor (lb CH4/MWh)	GWP	Emission Factor (lb N2O/MWh)	GWP	Total CO2e (Metric Tons/year)
130,000	130	CALI	739.05	1	0.0302	23	0.0081	296	**44**

Natural Gas

Total Therms	MMBTU	Region	Emission Factor (kg CO2/MMBTU)	GWP	Emission Factor (kg CH4/MMBTU)	GWP	Emission Factor (kg N2O/MMBTU)	GWP	Total CO2e (Metric Tons/year)
1,701	170	California	53.06	1	0.005	23	0.0001	296	**9**

Indirect Emissions from Municipal Water Use (includes conveyance, treatment, distribution, and wastewater treatment) [2]

KWh/million gallons/year*	KWh/acre-ft/year	Gallons/Year	Total KWh	MWh	Region	Emission Factor (lb CO2/MWh)	GWP	Emission Factor (lb CH4/MWh)	GWP	Emission Factor (lb N2O/MWh)	GWP	Total CO2e (Metric Tons/year)
12,700	4138	411,400	5,225	5	CALI	739.05	1	0.0302	23	0.0081	296	**2**

*for Southern California

	Total CO2e (Metric Tons/year)
Emissions from Waste Generation	**1**

Total Direct & Indirect Emissions (MT CO2e/yr)	**274**

Sources:

1 California Climate Action Registry [CCAR] General Reporting Protocol v 3.1 January 2009

2 California Energy Commission [CEC] 2006. California Energy - Water Relationship Staff Report CEC-700-2005-011-SF. Available: http://www.energy.ca.gov/2007publications/CEC-999-2007-008/CEC-999-2007-008.PDF

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Work\Projects\CCDC Bayside Fire Station\Bayside FS.urb924

Project Name: Bayside Firestation

Project Location: Riverside County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.18	0.27	1.98	0.00	0.41	0.08	240.67

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.18	0.27	1.98	0.00	0.41	0.08	240.67

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Goverment office building	0.18	0.27	1.98	0.00	0.41	0.08	240.67
TOTALS (tons/year, unmitigated)	0.18	0.27	1.98	0.00	0.41	0.08	240.67

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Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2013 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Goverment office building		8.63	1000 sq ft	16.00	138.08	1,279.31
					138.08	1,279.31

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	45.4	0.4	99.4	0.2
Light Truck < 3750 lbs	9.5	1.1	94.7	4.2
Light Truck 3751-5750 lbs	22.0	0.5	99.5	0.0
Med Truck 5751-8500 lbs	12.2	0.8	99.2	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.9	0.0	78.9	21.1
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	0.8	0.0	12.5	87.5
Heavy-Heavy Truck 33,001-60,000 lbs	1.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.5	53.3	46.7	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.4	0.0	85.7	14.3

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Goverment office building				10.0	5.0	85.0

GHG Emissions from Wste Generation

Landfilled Waste 4 tons/yr

Residential Waste Characterization*		Landfilled tons	**MTCO2e**
Mixed Garbage	6.2%	0	0.08
PCs	1.2%	0	0.00
Glass	2.0%	0	0.00
Cardboard		-	-
Ferrous (iron/steel)	8.8%	0	0.01
Aluminum		-	-
Plastic	12.0%	0	0.02
Organics (food waste)	29.2%	1	0.69
Yard waste/wood		-	-
Mixed Paper	26.5%	1	0.35
Concrete		-	-
C&D (Construction/Demolition waste)	14.1%	0	(0.05)
Total	**100.0%**	**4**	**1.11**

*commercial waste characterization assumed to be similar.

(Version 9.01, 3/09)

http://www.epa.gov/climatechange/wycd/waste/calculators/Warm_home.html#click

The emission factors presented in this table reflect national average landfill gas recovery practices and transportation distances.

Greenhouse Gas Emission Factors (MTCO2E per short ton)

Material	Source Reduction	Recycling	Landfilling, National Average	Landfilling, No Recovery	Landfilling, Flaring	Landfilling, Energy Recovery	Combustion	Composting
Aluminum Cans	-8.29	-13.67	0.04	0.04	0.04	0.04	0.06	N/A
Steel Cans	-3.19	-1.8	0.04	0.04	0.04	0.04	-1.54	N/A
Copper Wire	-7.41	-4.97	0.04	0.04	0.04	0.04	0.06	N/A
Glass	-0.58	-0.28	0.04	0.04	0.04	0.04	0.05	N/A
HDPE	-1.8	-1.4	0.04	0.04	0.04	0.04	0.91	N/A
LDPE	-2.29	-1.71	0.04	0.04	0.04	0.04	0.91	N/A
PET	-2.11	-1.55	0.04	0.04	0.04	0.04	1.07	N/A
Corrugated Box	-5.59	-3.11	0.33	1.49	-0.22	-0.46	-0.66	N/A
Magazines	-8.66	-3.07	-0.33	0.14	-0.55	-0.65	-0.48	N/A
Newspaper	-4.89	-2.8	-0.89	-0.48	-1.09	-1.18	-0.75	N/A
Office Paper	-8.01	-2.85	1.76	3.71	0.84	0.42	-0.63	N/A
Phonebook	-6.34	-2.66	-0.89	-0.48	-1.09	-1.18	-0.75	N/A
Textbook	-9.18	-3.11	1.76	3.71	0.84	0.42	-0.63	N/A
Dimensional Lumber	-2.02	-2.46	-0.52	0.07	-0.81	-0.93	-0.79	N/A
Fiberboard	-2.22	-2.47	-0.52	0.07	-0.81	-0.93	-0.79	N/A
Food Waste	N/A	N/A	0.68	1.43	0.33	0.16	-0.18	-0.2
Yard Waste	N/A	N/A	-0.34	0.06	-0.54	-0.62	-0.22	-0.2
Grass	N/A	N/A	0.15	0.51	-0.02	-0.1	-0.22	-0.2
Leaves	N/A	N/A	-0.58	-0.3	-0.72	-0.78	-0.22	-0.2
Branches	N/A	N/A	-0.52	0.07	-0.81	-0.93	-0.22	-0.2
Mixed Paper Board	N/A	-3.54	0.27	1.35	-0.24	-0.47	-0.66	N/A
Mixed Paper - Residential	N/A	-3.54	0.19	1.21	-0.3	-0.52	-0.66	N/A
Mixed Paper - Office	N/A	-3.42	0.38	1.43	-0.12	-0.34	-0.6	N/A
Mixed Metals	N/A	-5.26	0.04	0.04	0.04	0.04	-1.07	N/A
Mixed Plastics	N/A	-1.52	0.04	0.04	0.04	0.04	0.97	N/A
Mixed Recyclables	N/A	-2.88	0.08	0.93	-0.3	-0.47	-0.6	N/A
Mixed Organics	N/A	N/A	0.15	0.59	-0.24	-0.37	-0.2	-0.2
MixedMSW	N/A	N/A	0.37	1.34	-0.1	-0.31	-0.13	N/A
Carpets	-4.03	-7.23	0.04	0.04	0.04	0.04	0.37	N/A
PCs	-55.97	-2.27	0.04	0.04	0.04	0.04	-0.2	N/A
ClayBricks	-0.29	N/A	0.04	0.04	0.04	0.04	N/A	N/A
Aggregate	N/A	-0.01	0.04	0.04	0.04	0.04	N/A	N/A
FlyAsh	N/A	-0.87	0.04	0.04	0.04	0.04	N/A	N/A
Tires	-4.01	-1.84	0.04	0.04	0.04	0.04	0.09	N/A

RECORDING REQUESTED BY:

Centre City Development Corporation
Current Planning Division
401 B Street, Suite 400
San Diego, CA 92101

WHEN RECORDED MAIL TO:
Centre City Development Corporation
401 B Street, Suite 400
San Diego, CA 92101

THIS SPACE FOR RECORDER'S USE ONLY

NOTE: COUNTY RECORDER, PLEASE RECORD AS RESTRICTION USE OR DEVELOPMENT OF REAL PROPERTY AFFECTING THE TITLE TO OR POSSESSION THEREOF

CENTRE CITY PLANNED/COASTAL DEVELOPMENT PERMIT NO. 2010-27

FIRE STATION NO. 2 (BAYSIDE)

CENTRE CITY DEVELOPMENT CORPORATION
CENTRE CITY PLANNED/COASTAL DEVELOPMENT PERMIT NO. 2010-27

Pursuant to the regulations of the Centre City Planned District Ordinance (PDO), an application from the Centre City Development Corporation, on behalf of the Redevelopment Agency of the City of San Diego, Owner/Permittee, to construct a City of San Diego Fire Station on a 10,000 square-foot site located at the southeast corner of Pacific Highway and Cedar Street, in the Little Italy neighborhood of the Downtown Community Plan area, and more particularly described as Lots 1 and 2, in Block 288 of Middletown, in the City of San Diego, County of San Diego, State of California, According to map thereof made by J.B. Jackson, on file in the Office of the County Clerk of San Diego County, was reviewed by the Centre City Development Corporation (CCDC), the Planning Commission, City Council, and Redevelopment Agency of the City of San Diego.

A Centre City Planned/Coastal Development Permit is granted by the City Council of the City of San Diego to the Redevelopment Agency of the City of San Diego, Owner/Permittee.

1. General

   The Permittee shall construct, or cause to be constructed on the Site, a three-story, 3-bay, 15,980 square-foot City of San Diego Fire Station and one level of underground parking containing 16 parking spaces. The total Floor Area Ratio for the development for all uses above ground, as calculated under the 1992 Centre City Planned District Ordinance (PDO), shall be approximately 1.6. The building height shall not exceed a height of approximately 60 feet, measured in accordance with the requirements of 1992 Centre City PDO.

2. Deviations from Development Standards

   As shown in the basic concept drawings on file with CCDC, the following deviations from the development regulations of the 1992 Centre City PDO shall be permitted:

   a. Allowance of a driveway on Pacific Highway
   b. An increase in the Cedar Street driveway width from 30 to 42 feet.
   c. A reduction in the required distance of the Cedar Street driveway from the Pacific Highway curb line from 65 to 32 feet.
   d. An increase in the total permitted linear feet of driveways on the site from 20 to 62 feet.

3. Parking/Loading

The development includes approximately 16 parking spaces for the exclusive use of the Fire Station. Any subterranean parking facilities encroaching into the public right-of-way shall be located a minimum of six feet back from the face of curb to a depth of eight feet below sidewalk grade, measured to the outside of any shoring. If required by the City, an Encroachment Removal and Maintenance Agreement shall be obtained from the City to allow any encroachment of the garage into the public right-of-way.

4. Urban Design Standards

The proposed development, including its architectural design concepts and off-site improvements, shall be consistent with the Pacific Highway – County Administration Center Design Zone (CAC Design Zone), Centre City PDO and Centre City Streetscape Manual. These standards, together with the following specific conditions, will be used as a basis for evaluating the development through all stages of the design review process.

a. Architectural Standards - The architecture of the development shall establish a high quality of design and complement the design and character of the CAC Design Zone and the Little Italy neighborhood as shown in the approved Basic Concept/Schematic Drawings on file with CCDC. The project shall utilize a coordinated color scheme consistent with the approved Basic Concept/Schematic Drawings.

b. Form and Scale - The project shall consist of a 3-bay, 3-story (approximately 60-foot-tall) City of San Diego Fire Station, as shown in the Basic Concept/Schematic Drawings.

c. Building Materials - All building materials shall be of a high quality as shown in the Basic Concept/Schematic Drawings and approved materials board. All materials and installation shall exhibit high-quality design, detailing, and construction execution to create a durable and high quality finish. The building shall be clad in upgraded materials and carry down to within 1 (one) inch of finish sidewalk grade, as illustrated in the approved Basic Concept/Schematic Drawings. Upgraded street façade materials shall wrap to the interior property line elevations to the nearest architectural definition line or a minimum of ten feet, as appropriate. Any surface materials shall employ larger modules and full-corner profiles to create a substantial and non-veneer appearance. All down-spouts, exhaust caps, and other additive elements shall be superior grade for urban locations, carefully composed to reinforce the architectural design. Reflectivity of the glass shall be the minimum reflectivity required by Title 24.

All construction details shall be of the highest standard and executed to minimize weathering, eliminate staining, and not cause deterioration of materials on adjacent properties or the public right of way. No substitutions of materials or colors shall be permitted without the prior written consent of CCDC. A final materials board which illustrates the location, color, quality and texture of proposed exterior materials shall be submitted with 100% Construction Drawings and shall be consistent with the materials board approved with the Basic Concept/ Schematic Drawings.

d. Street Level Design - Street level windows shall be clear glass and may be lightly tinted. Architectural features such as awnings and other design features which add human scale to the streetscape are encouraged where they are consistent with the design theme of the structure. Exit corridors shall provide a finished appearance to the street with street level exterior finishes wrapping into the openings a minimum of ten feet.

   All exhaust caps, lighting, sprinkler heads, and other elements on the undersides of all balconies and projection surfaces shall be logically composed and placed to minimize their visibility, while meeting code requirements. All soffit materials shall be high quality and consistent with adjacent elevation materials (no stucco or other inconsistent material), and incorporate drip edges and other details to minimize staining and ensure long-term durability.

   Mechanical intake and exhaust louvers must be designed to integrate within the overall architectural composition, and painted and textured to match the adjacent surface.

e. Utilitarian areas - Areas housing trash, storage, or other utility services shall be completely concealed from view of the public right-of-way and adjoining developments, except for utilities required to be exposed by the City or utility company. The project shall provide trash and recyclable material storage areas per Municipal Code Sections 142.0810 and 142.0820, unless equivalent modifications can be demonstrated effective. Such areas shall be provided within an enclosed building/garage area and shall be kept clean and orderly at all times. The project shall implement a recycling program to provide for the separation of recyclable materials from the non-recyclable trash materials.

   The Developer shall prepare a plan which identifies the location of curbside parking control zones, parking meters, fire hydrants, trees, and street lights. Such plan shall be submitted in conjunction with 100% Construction Drawings.

f. Vehicular Access - Vehicular access to the site shall be provided via an entry/exit driveway on Pacific Highway and an exit driveway on Cedar Street. The Pacific

Highway driveway width shall not exceed 20 feet and the Cedar Street driveway width shall not exceed 42 feet.

g. Circulation and Parking - Subterranean parking shall meet the requirements of the Building Inspection Department, Fire Department, and City Engineer. All parking shall be mechanically ventilated. The exhaust system for mechanically ventilated structures shall be located to mitigate noise and exhaust impacts on the residential units, adjoining properties, and public right-of-way.

   The Developer shall prepare a plan which identifies the location of curbside parking control zones, parking meters, fire hydrants, trees, and street lights. Such plan shall be submitted in conjunction with 100% Construction Drawings.

h. Open Space/Project Amenities - A landscape plan that illustrates the relationship of the proposed on- and off-site improvements and the location of seating, water, and electrical hookups shall be submitted with 100% Construction Drawings.

i. Roof Tops - A rooftop equipment and appurtenance location and screening plan shall be prepared and submitted with 100% Construction Drawings. Any roof-top mechanical equipment must be grouped, enclosed, and screened from uphill and surrounding views. All window washing davits must be designed to be stored in a reclined position, out of sight from off-site views.

j. Signing - All signs shall comply with the City of San Diego Sign Regulations and the Centre City PDO.

k. Lighting - A lighting plan which highlights the architectural qualities of the proposed project and also enhances the lighting of the public right-of-way shall be submitted with 100% Construction Drawings. All lighting shall be designed to avoid illumination of adjoining properties.

l. Noise Control - All mechanical equipment, including but not limited to, air conditioning, heating and exhaust systems, shall comply with the City of San Diego Noise Ordinance and California Noise Insulation Standards as set forth in Title 24 of the California Code of Regulations. All mechanical equipment shall be located to mitigate noise and exhaust impacts on adjoining development, particularly residential. Developer shall provide evidence of compliance at 100% Construction Drawings.

m. Energy Considerations - The design of the improvements shall include, where feasible, energy conservation construction techniques and design, including cogeneration facilities, and active and passive solar energy design. The Developer shall demonstrate consideration of such energy features during the review of the 100% Construction Drawings.

n. Street Address - Building address numbers shall be provided that are visible and legible from the public right-of-way.

5. On-Site Improvements

All off-site and on-site improvements shall be designed as part of an integral site development. An on-site improvement plan shall be submitted with the 100% Construction Drawings. The on-site landscaping shall establish a high quality of design and be sensitive to landscape materials and design planned for the adjoining public rights-of-way.

6. Off-Site Improvements

The following public improvements shall be installed in accordance with the Centre City Streetscape Manual and the North Embarcadero Visionary Plan (NEVP), where applicable. The Centre City Streetscape Manual is currently being updated and the Developer shall install the appropriate improvements according to the latest requirements at the time of Building Permit issuance:

	Pacific Highway	Cedar Street
Paving	Per NEVP	Little Italy
Street Trees	Mexican Fan Palm	Jacaranda (double row)
Street Lights	Per NEVP	Little Italy

All trees shall be planted at a minimum 36-inch box size (20 foot brown trunk height for the palms) with tree grates provided as specified in the CCDC Streetscape Manual, and shall meet the requirements of Title 24. Tree spacing shall be accommodated after street lights have been sited, and generally spaced 20 to 25 feet on center. All landscaping shall be irrigated with private water service from the subject property.

The Developer will be responsible for evaluating, with consultation with CCDC, whether any existing trees within the right-of-way shall be maintained and preserved. No trees shall be removed prior to obtaining a Tree Removal Permit from the City Streets Division per City Council Policy 200-05.

a. Street Lights - All existing lights shall be evaluated to determine if they meet current CCDC and City requirements, and shall be modified or replaced if necessary.

b. Sidewalk Paving - Any specialized paving materials shall be approved through the execution of an Encroachment Removal and Maintenance Agreement with the City, if required.

c. On-Street Parking - The Developer shall maximize the on-street parking wherever feasible.

d. Litter Containers – One Little Italy public trash receptacle shall be provided.

e. Public Utilities (sewer, water and storm drain) - The Developer shall be responsible for the connection of on-site sewer, water and storm drain systems from the development to the City Utilities located in the public right-of-way. Sewer, water, and roof drain laterals shall be connected to the appropriate utility mains within the street and beneath the sidewalk. The Developer may use existing laterals if acceptable to the City, and if not, Developer shall cut and plug existing laterals at such places and in the manner required by the City, and install new laterals. Private sewer laterals require an Encroachment Maintenance and Removal Agreement.

   The Developer will be required to 'kill' all unused water services adjacent to the project site and install new services where appropriate. Service kills require an engineering permit and must be shown on a public improvement plan. If and when the Developer submits for a tentative map or tentative map waiver, the Water Department will require CC&Rs to address the operation and maintenance of the private on-site water system serving the project. No structures or landscaping of any kind shall be installed within 10 feet of water facilities.

   All roof drainage and sump drainage, if any, shall be connected to the storm drain system in the public street, or if no system exists, to the street gutters through sidewalk underdrains. Such underdrains shall be approved through an Encroachment Removal Agreement with the City. The project shall comply with the City of San Diego Storm Water Management and Discharge Control Ordinance and the storm water pollution prevention requirements of Chapter 14, Article 2, Division 1 and Chapter 14, Article 2, Division 2 of the Land Development Code.

f. Franchise Public Utilities - The Developer shall be responsible for the installation or relocation of franchise utility connections including, but not limited to, gas, electric, telephone and cable, to the project and all extensions of those utilities in public streets. Existing franchised utilities located above grade serving the property and in the sidewalk right-of-way shall be removed and incorporated into the adjoining development where feasible.

g. Fire Hydrants - If required, the Permittee shall install fire hydrants at locations satisfactory to the Fire Department and Development Services Department.

h. Backflow preventers - The Developer shall locate all water meters and backflow preventers in locations satisfactory to the Water Utilities Department and CCDC. Backflow preventers shall be located outside of the public right-of-way adjacent to the project's water meters, either within the building, a recessed alcove area, or within a plaza or landscaping area. The devices shall be screened from view from the public right-of-way. All items of improvement shall be performed in accordance with the technical specifications, standards, and practices of the City of San Diego's Engineering and Building Inspection Departments and shall be subject to their review and approval. Improvements shall meet the requirements of Title 24 of the State Building Code.

7. Removal and/or Remedy of Soil and/or Water Contamination

The Developer shall (at its own cost and expense) remove and/or otherwise remedy as provided by law and implementing rules and regulations, and as required by appropriate governmental authorities, any contaminated or hazardous soil and/or water conditions on the Site. Such work may include without limitation the following:

a. Remove (and dispose of) and/or treat any contaminated soil and/or water on the Site (and encountered during installation of improvements in the adjacent public rights-of-way which the Developer is to install) as necessary to comply with applicable governmental standards and requirements.

b. Design and construct all improvements on the Site in a manner which will assure protection of occupants and all improvements from any contamination, whether in vapor or other form, and/or from the direct and indirect effects thereof.

c. Prepare a site safety plan and submit it to the appropriate governmental, CCDC, and other authorities for approval in connection with obtaining a Building Permit for the construction of improvements on the Site. Such site safety plan shall assure workers and other visitors to the Site of protection from any health and safety hazards during development and construction of the improvements. Such site safety plan shall include monitoring and appropriate protective action against vapors and/or the effect thereof.

d. Obtain from the County of San Diego and/or California Regional Water Quality Control Board and/or any other authorities required by law any permits or other approvals required in connection with the removal and/or remedy of soil and/or

water contamination, in connection with the development and construction on the site.

e. If required due to the presence of contamination, an impermeable membrane or other acceptable construction alternative shall be installed beneath the foundation of the building. Drawings and specifications for such vapor barrier system shall be submitted for review and approval by the appropriate governmental authorities.

8. Model

Prior to obtaining a Building Permit, the Permittee shall provide a one-inch (1") to fifty-foot (50') scale block building model which illustrates the true scale of the buildings on the site based on the building facade and the floor plate of the structure from the ground floor to and including the rooftop. No base is required. Landscaping at the ground level shall also be shown. Architectural detail such as windows, door, and balconies shall not be shown. Other building elements and articulation less than three feet in scaled dimension need not be shown.

The model shall be made of solid acrylic plastic (e.g., Lucite, Plexiglas), be colored solid white and be compatible with the scale and contours of the model of downtown on display at the Centre City Development Corporation's Downtown Information Center. Upon acceptance by CCDC, the model shall be installed by the Developer or his designated representative on the model of downtown and the model shall become the property of the Centre City Development Corporation for its use.

9. Construction Fence

Developer shall install a construction fence pursuant to specifications of, and a permit from, the City Engineer. The fence shall be solid plywood with wood framing, painted a consistent color with the project's design, and shall contain a pedestrian passageway, signs, and lighting as required by the City Engineer. The fencing shall be maintained in good condition and free of graffiti at all times.

10. Development Identification Signs

Prior to commencement of construction on the Site, the Developer shall prepare and install, at its cost and expense, two signs on the barricades around the Site which identifies the development. Each sign shall be at least four (4) feet by six (6) feet and be visible to passing pedestrian and vehicular traffic. The signs shall at a minimum include:

--- Color rendering of the development
--- Development name
--- Developer
--- Completion Date_____ _____.
--- For information call_____.

The sign shall also contain the CCDC "Paradise in Progress" logo and the Downtown Construction Hotline phone number. Additional project signs may be provided around the perimeter of the site. All signs shall be limited to a maximum of 160 square feet per street frontage. Graphics may also be painted on any barricades surrounding the site. All signs and graphics shall be submitted to CCDC for approval prior to installation.

11. FAA Review

The Developer shall obtain and submit to CCDC and the City of San Diego a valid Federal Aviation Administration (FAA) Determination of No Hazard to Air Navigation prior to issuance of a building permit.

12. This Centre City Development Permit shall be conditioned upon obtaining a Building Permit within three (3) years from the date of issuance. If a Building Permit has not been obtained prior to the expiration of this permit, or an extension has not been granted pursuant to the regulations Land Development Code, this development permit will expire.

13. Construction and operation of the approved use shall comply at all times with the regulations of this or any other governmental agencies.

14. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.

15. This project shall comply with the standards, policies, and requirements in effect at the time of approval of this project, including any successor or new policies, financing mechanisms, phasing schedules, plans and ordinances adopted by the City of San Diego.

16. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:

    a. The Owner/Permittee signs and returns the Permit to the Centre City Development Corporation; and

b. The Permit is recorded in the Office of the San Diego County Recorder.

This Centre City Development Permit is granted by the San Diego City Council on July 17, 2010.

CENTRE CITY DEVELOPMENT CORPORATION

_____

Brad Richter Date
Assistant Vice-President
Planning

PERMITTEE SIGNATURE
Redevelopment Agency of the City of San Diego

_____

Date

OWNER:	Redevelopment Agency of the City of San Diego
DEVELOPER:	Centre City Development Corp
ASSESSOR'S PARCEL NUMBER:	533-321-01 and 533-321-02
LEGAL DESCRIPTION:	Lots 1 and 2 in block 288 of Middletown, In the City Of San Diego, County of San Diego State of California, According to map thereof made by J B Jackson, on file in the Office of the County Clerk of San Diego County
PROJECT DESCRIPTION:	Demolish an existing 1 story restaurant and construct a new 3 story Fire Station with 1 level of underground parking
ZONE:	Commercial/Office (1992 PDO)
NEIGHBORHOOD:	Little Italy District
LAND USE:	Commercial/Office (1992 PDO)
LAND USE OVERLAY DISTRICT:	County Administration Center Design Zone
HISTORIC STRUCTURES:	None
SITE AREA:	
ACRES	0 23
SQUARE FEET	10,000
BUILDING AREA	
BASEMENT	8,970 (Not included in FAR calculation per 113 0234)
3RD FLOOR	5,543
2ND FLOOR	2,799
GROUND FLOOR	7,638
TOTAL	15,980
FLOOR AREA RATIO:	1 60
MAXIMUM PERMITTED F A R	4
PROVIDED PARKING:	
STANDARD	15
ACCESSIBLE VAN	1
TOTAL	16
PROPOSED BUILDING HEIGHT:	60' Max above grade to top of roof or parapet 85' Max above grade to top of flagpole

Fire Station No.2 (Bayside)

1595 Pacific Highway
San Diego, California 92101

Owner: **Redevelopment Agency of the City of San Diego**
c/o
Centre City Development Corporation
(619) 235-2200

Developer: **Centre City Development Corp.**
401 B Street, Suite 400
San Diego CA 92101

John Collum
Senior Project Manager
619) 235-2200

Architect: **Rob Wellington Quigley, FAIA**
in association with
Don Dommer Associates
434 West Cedar Street
San Diego, CA 92101

Bob Dickens
Project Architect
619) 232-0888

INDEX:

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OWNER: REDEVELOPMENT AGENCY OF THE CITY OF SAN DIEGO
APPLICANT: CENTRE CITY DEVELOPMENT CORP (619) 235-2200
PROJECT ARCHITECT: BOB DICKENS (619) 232-0888, ROB WELLINGTON QUIGLEY, FAIA

Fire Station No.2
1595 Pacific Highway (Bayside)
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Title 1

Vicinity Map
SCALE: 1" = 50'

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DATE: 5/5/10

6 VIEW TOWARD SITE FROM ACROSS WEST CEDAR

7 NEIGHBORING BUILDING TO THE EAST

8 VIEW TO SITE FROM NORTHEAST ON CEDAR

9 VIEW TO SITE FROM EAST ON CEDAR

5 VIEW TOWARD SITE FROM NORTH ALONG PAC. HWY.

10 NEIGHBORING BUILDING TO THE SOUTH

4 VIEW TOWARD SITE FROM NORTHWEST

11 VIEW OF SITE ACROSS PACIFIC HIGHWAY

3 VIEW FROM COUNTY ADMINISTRATION PLAZA

2 VIEW FROM COUNTY ADMINISTRATION PLAZA

1 VIEW FROM COUNTY ADMINISTRATION BUILDING

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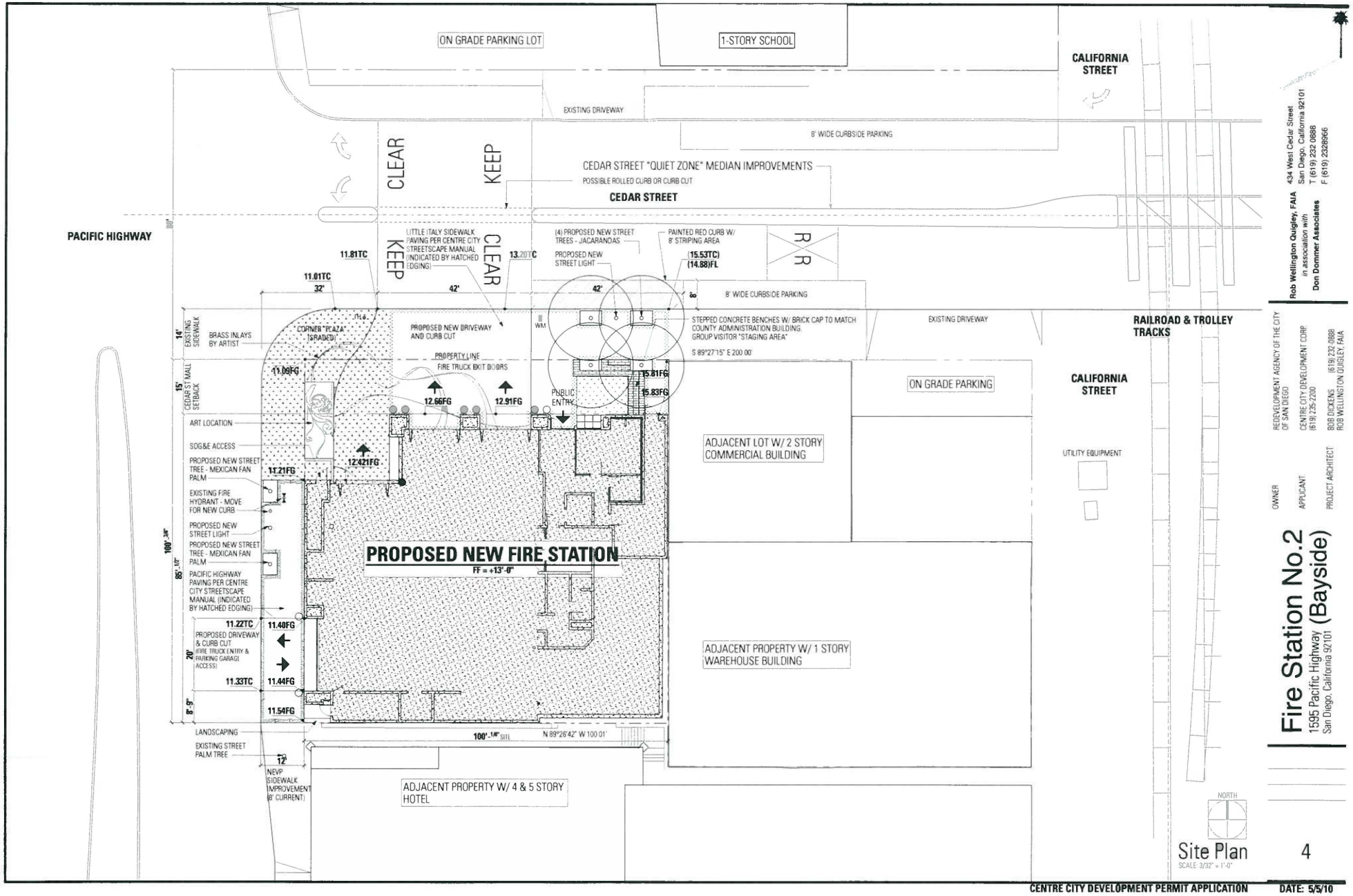
Site & Vicinity Photos



Site Plan
SCALE: 3/32" = 1'-0"

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4

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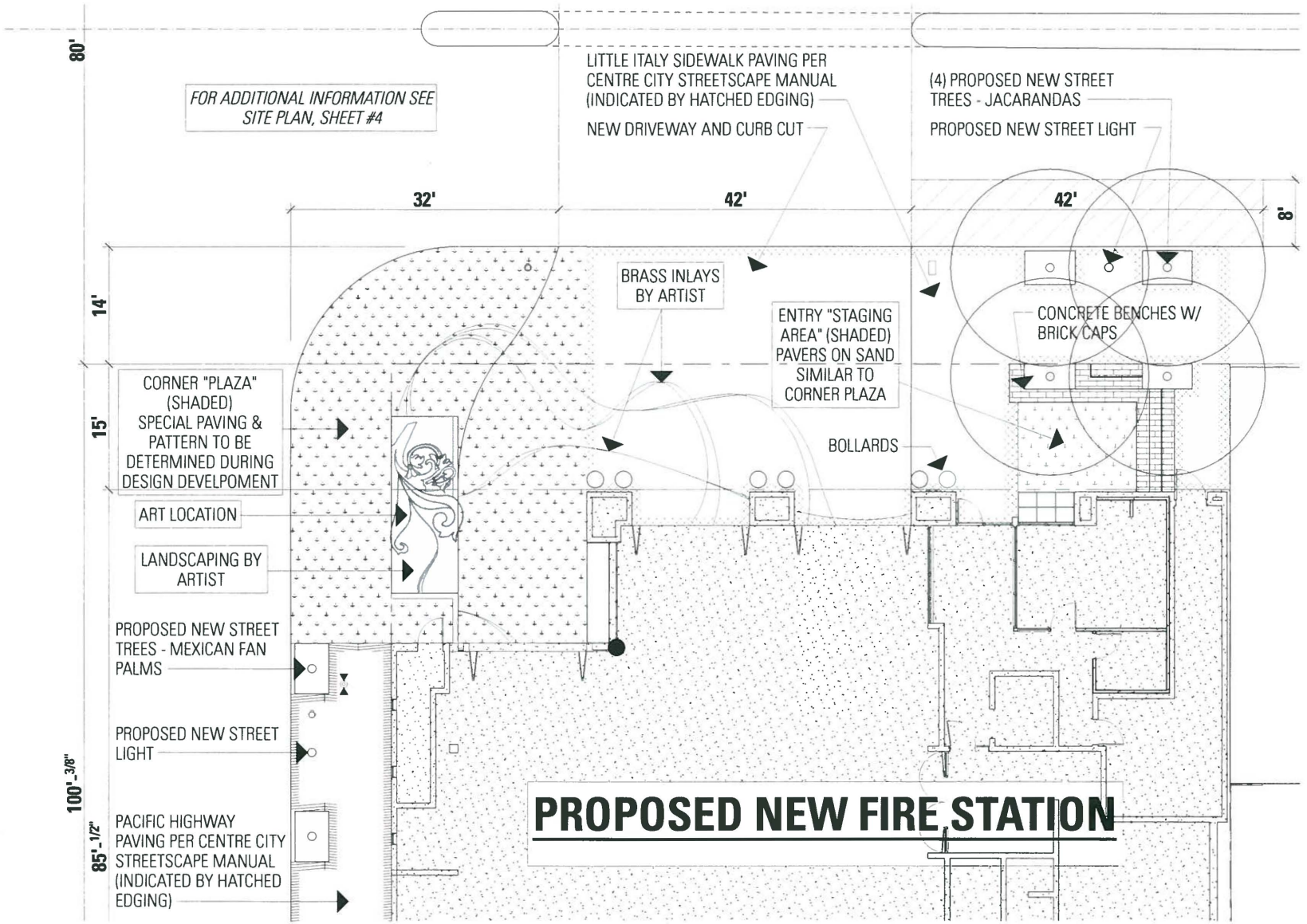

Enlarged Corner "Plaza"

SCALE 3/16" = 1'-0"

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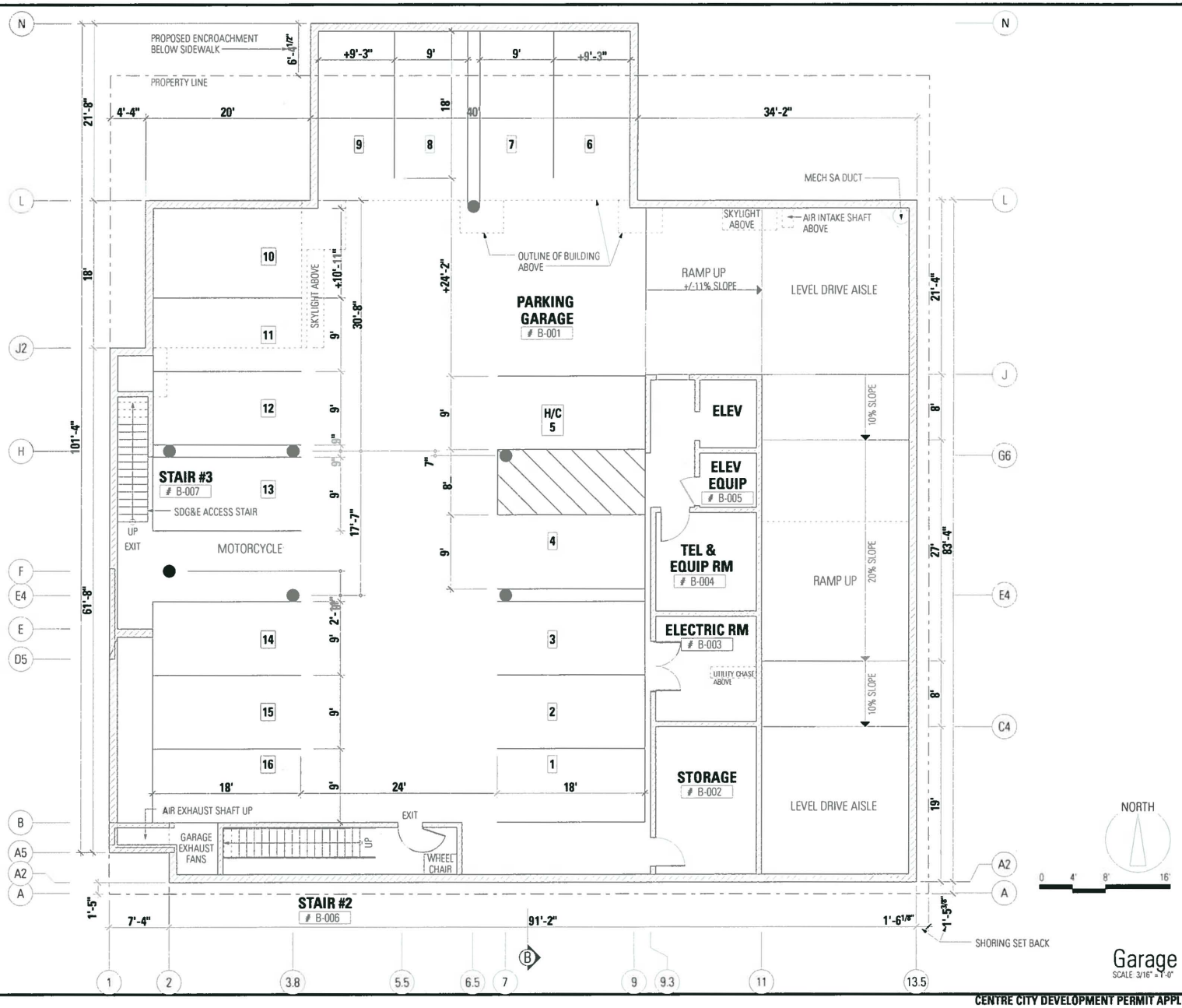

Garage Plan

SCALE: 3/16" = 1'-0"

6

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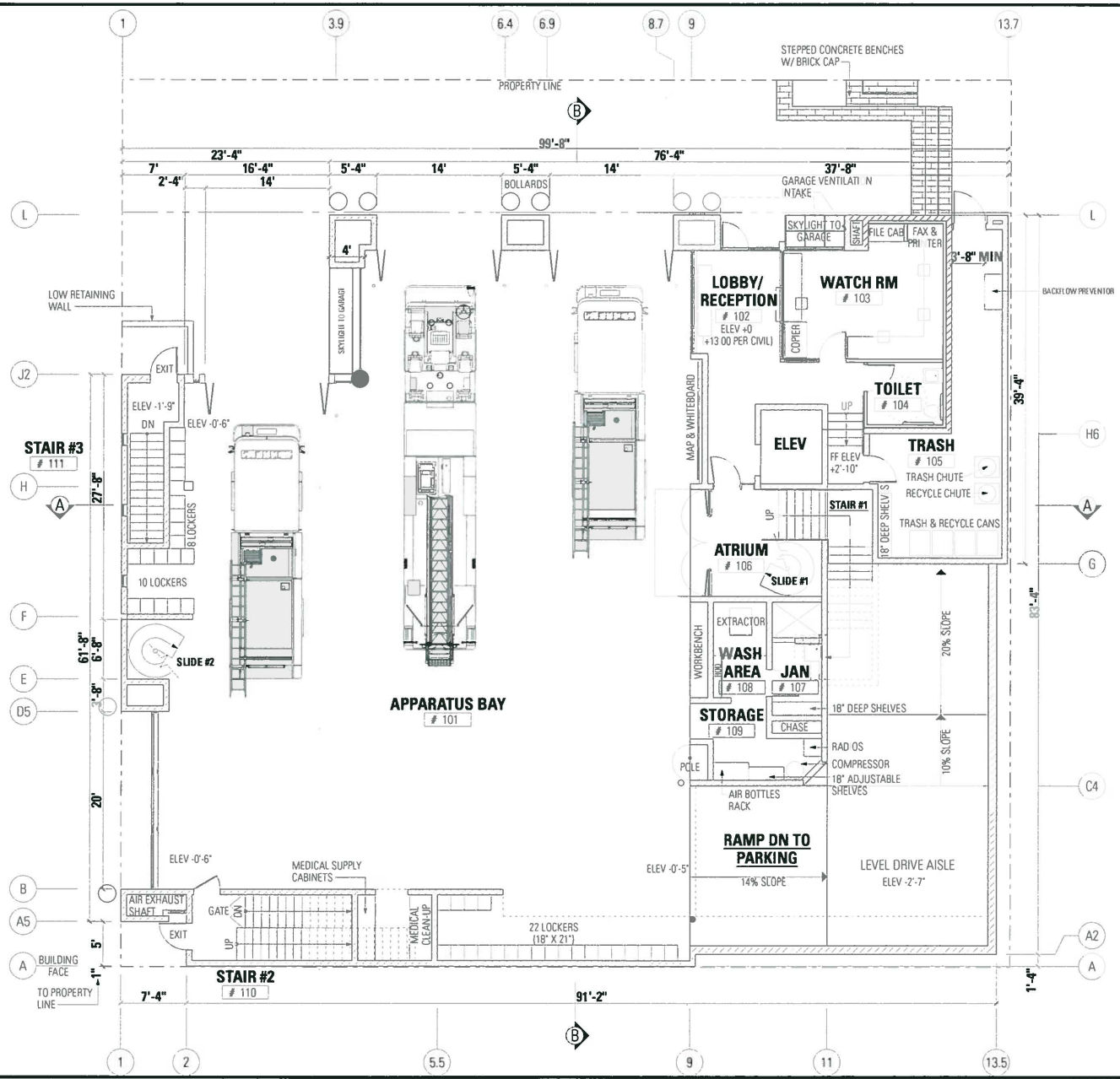

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Ground Floor Plan

SCALE 3/16" = 1'-0"

7

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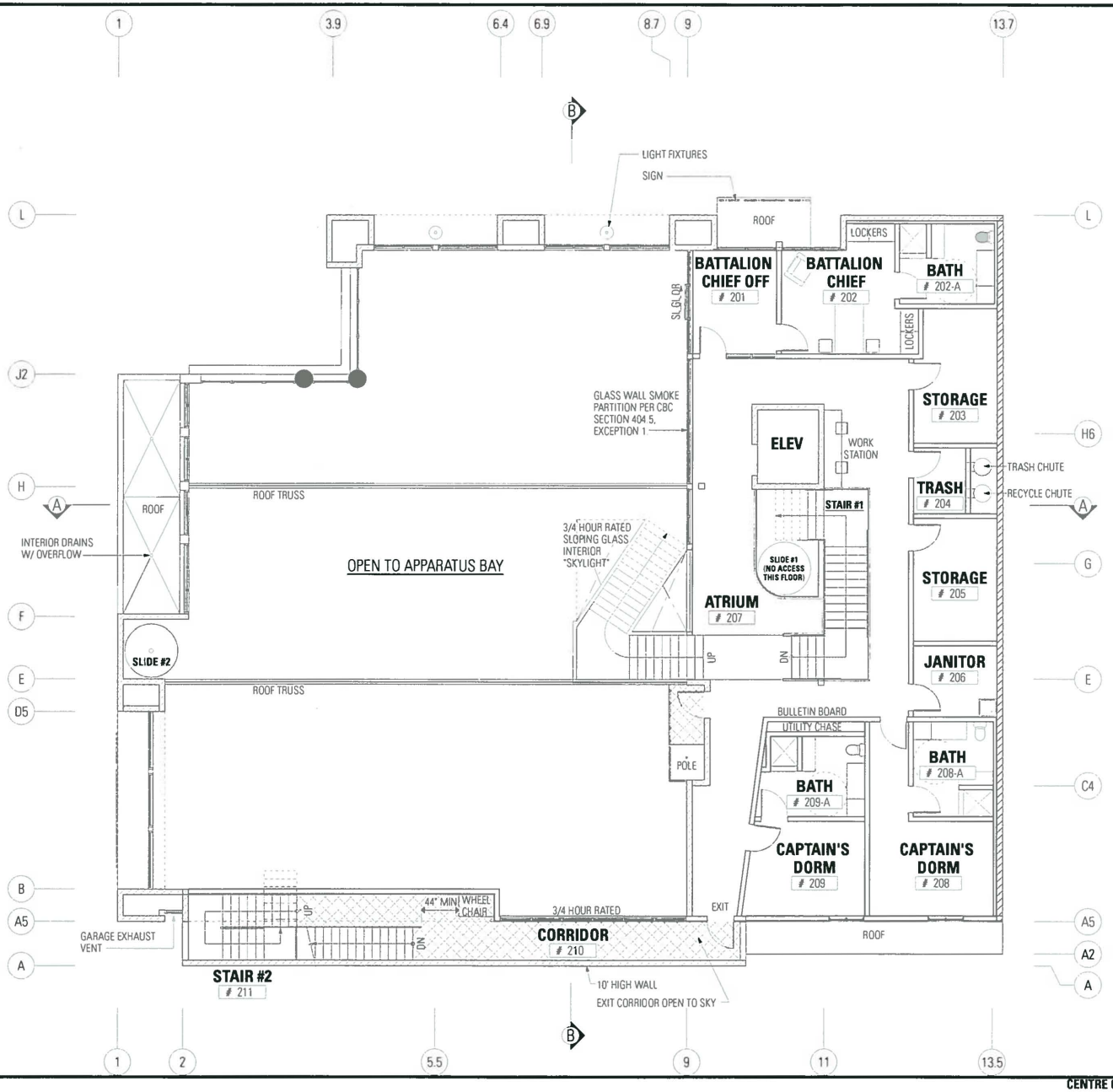

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Second Floor Plan

SCALE 3/16" = 1'-0"

8

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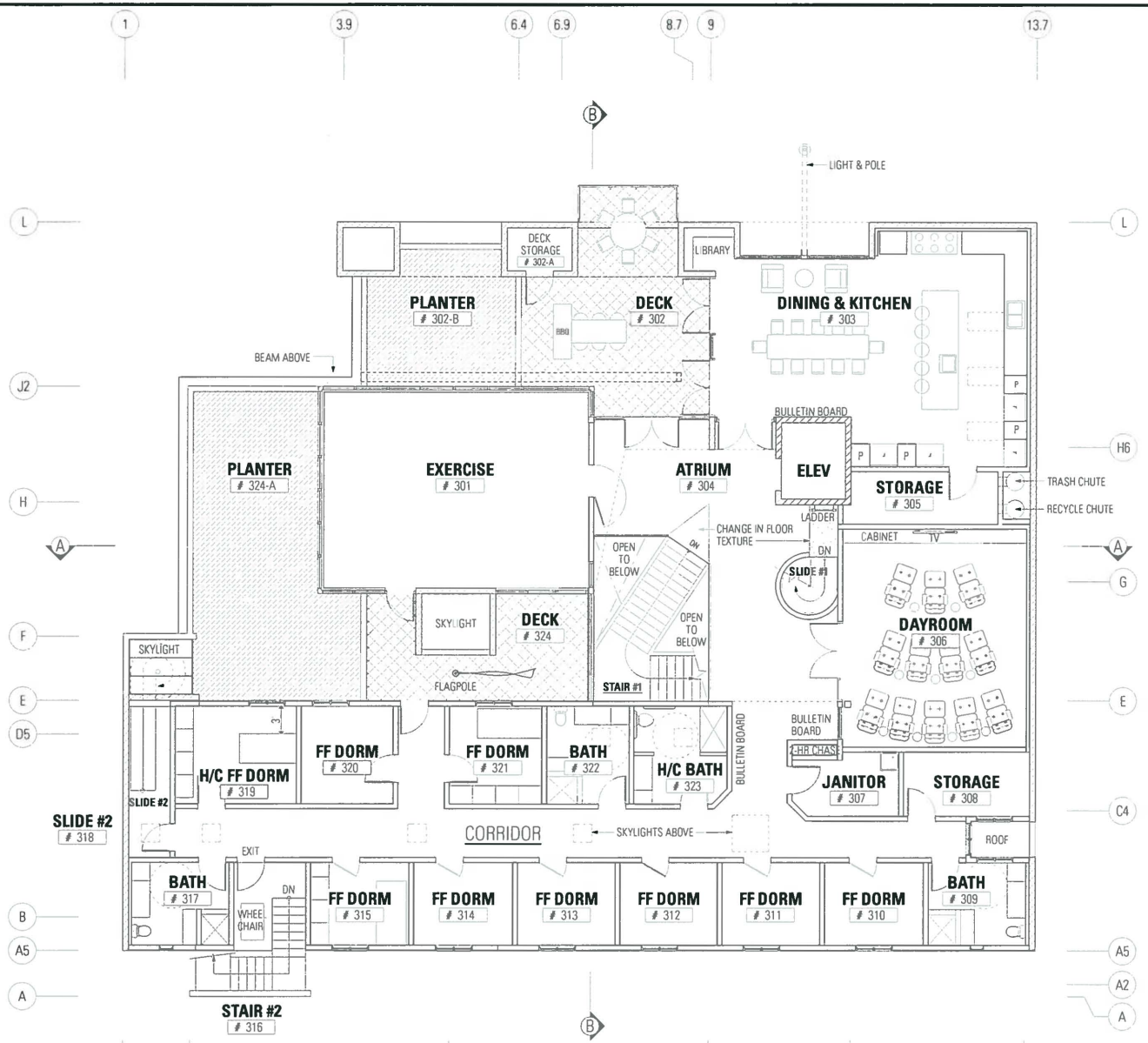

Third Floor Plan

SCALE 3/16" = 1'-0"

9

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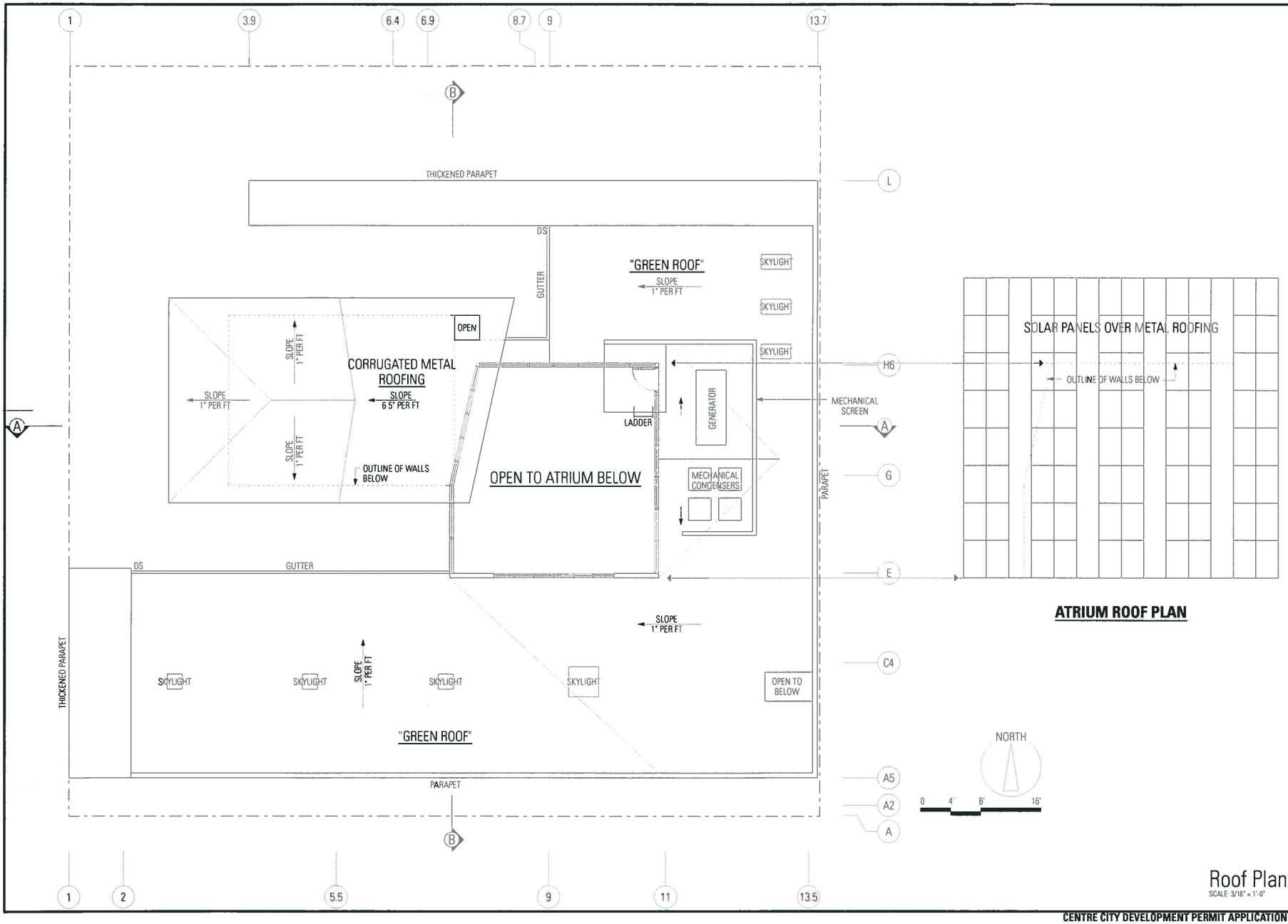

ATRIUM ROOF PLAN

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Roof Plan

SCALE: 3/16" = 1'-0"

10

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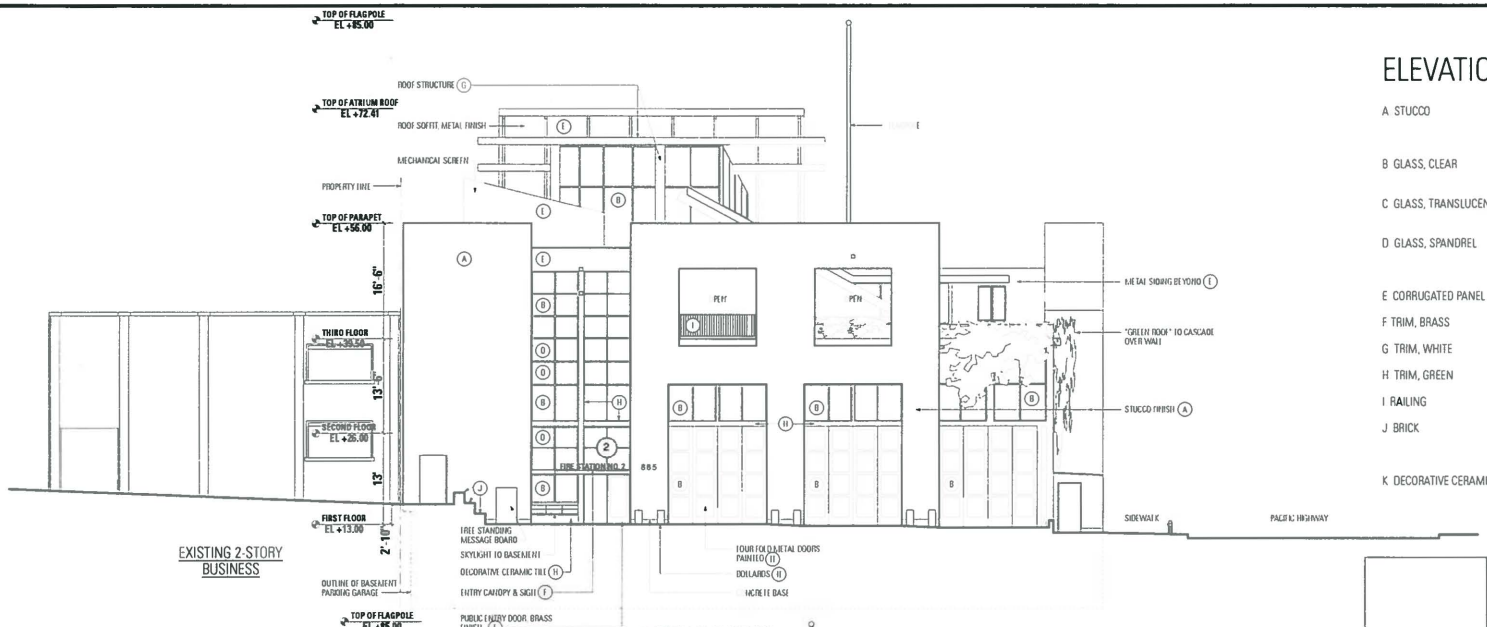
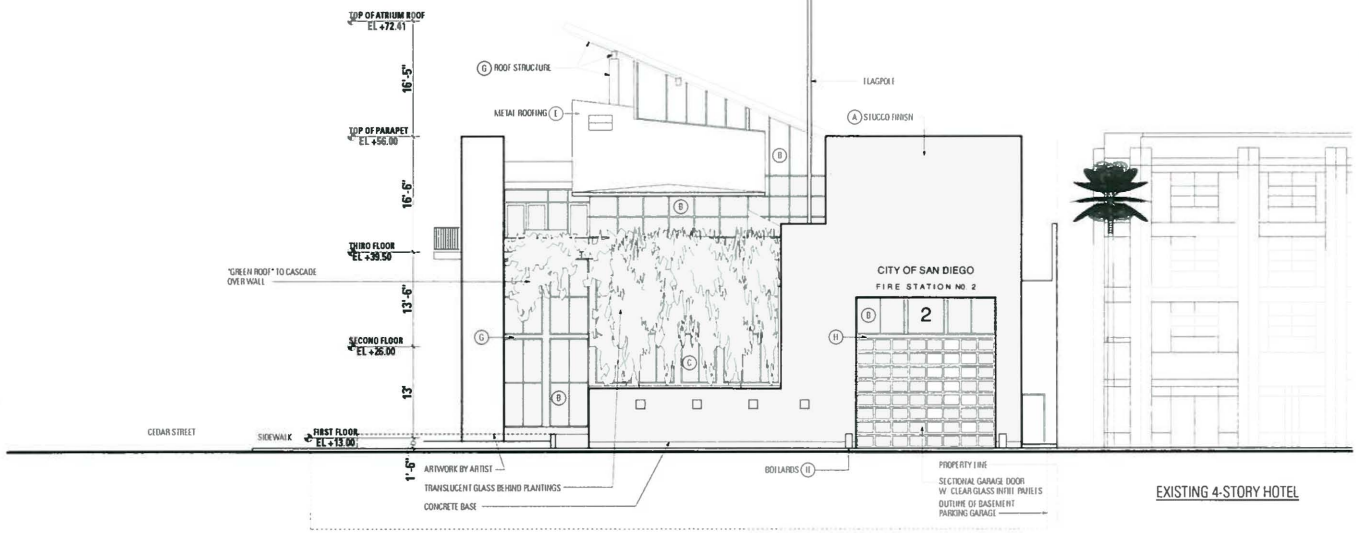
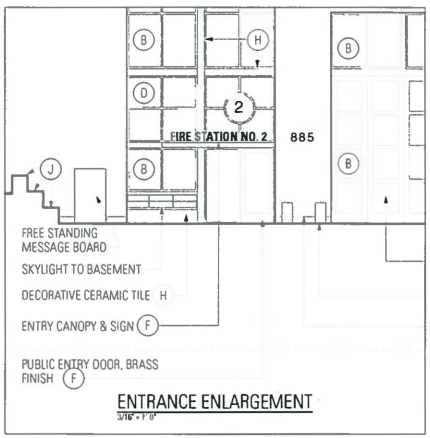




ELEVATION KEY

A STUCCO	LA HABRA "Eggshell" x73, Fine Sand Float Finish (Smooth, troweled finish to resemble concrete)
B GLASS, CLEAR	Viracon float glass (clear at ground level) Clear Anodized Aluminum window frames
C GLASS, TRANSLUCENT	Clear Anodized Aluminum window frames
D GLASS, SPANDREL	Viracon Opac on green glass (green spandrel at upper levels)Clear Anodized Aluminum window frames
E CORRUGATED PANEL	FRAZEE "Akamina" CLW1013W
F TRIM, BRASS	NATURALLY WEATHERING BRASS
G TRIM, WHITE	FRAZEE "Akamina" CLW1013W
H TRIM, GREEN	FRAZEE "Mise" CL3047N
I RAILING	STAINLESS STEEL
J BRICK	Pacific Clay "Light Ironspot" (TO MATCH ORIGINAL PAVING AT COUNTY ADMINISTRATION CENTER
K DECORATIVE CERAMIC TILE	



ENTRANCE ENLARGEMENT
3/16" = 1'-0"

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Exterior Elevations

SCALE 1/8" = 1'-0"

11

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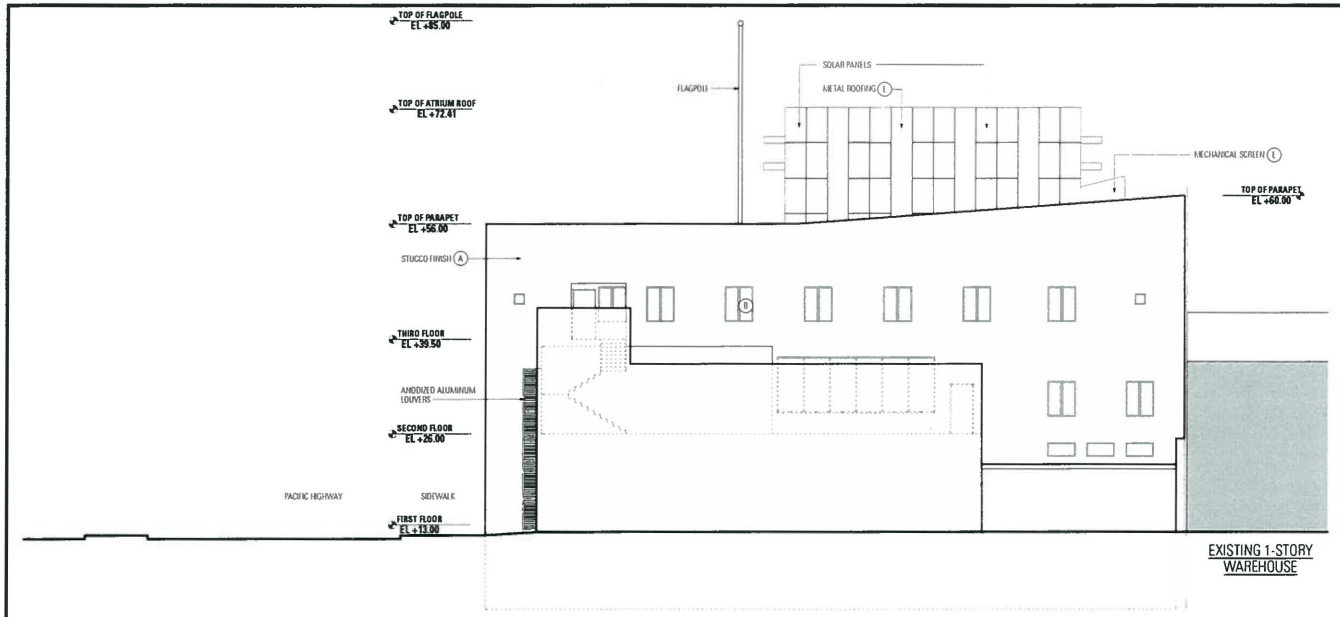
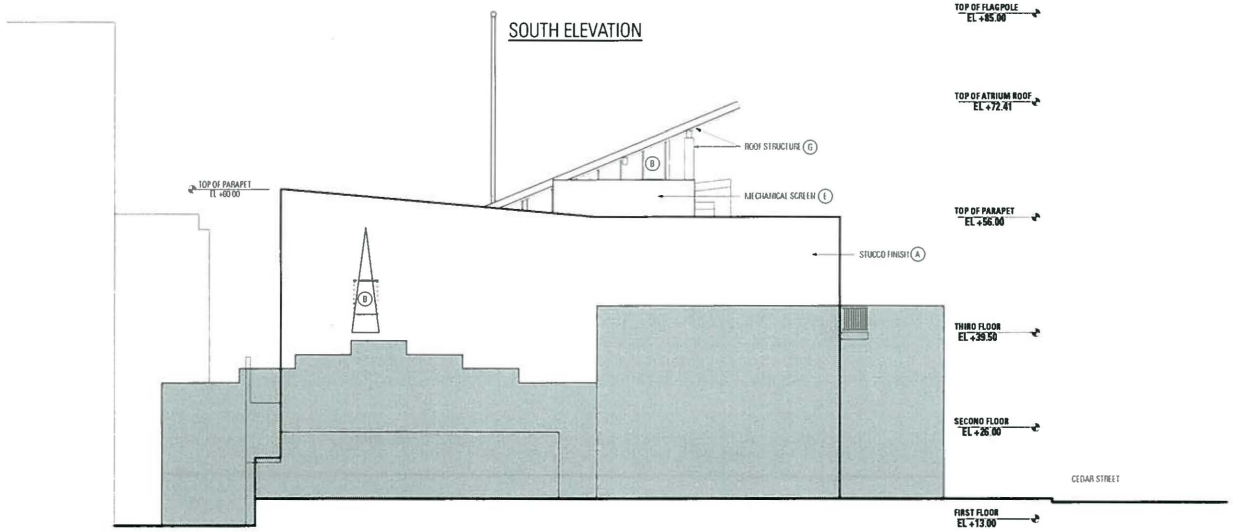


SOUTH ELEVATION



EAST ELEVATION

ELEVATION KEY

A STUCCO	LA HABRA "Eggshell" x73, Fine Sand Float Finish. (Smooth, troweled finish to resemble concrete)
B GLASS, CLEAR	Viracon float glass (clear at ground level) Clear Anodized Aluminum window frames
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Exterior Elevations

SCALE 1/8" = 1' 0"

12

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Perspectives 13

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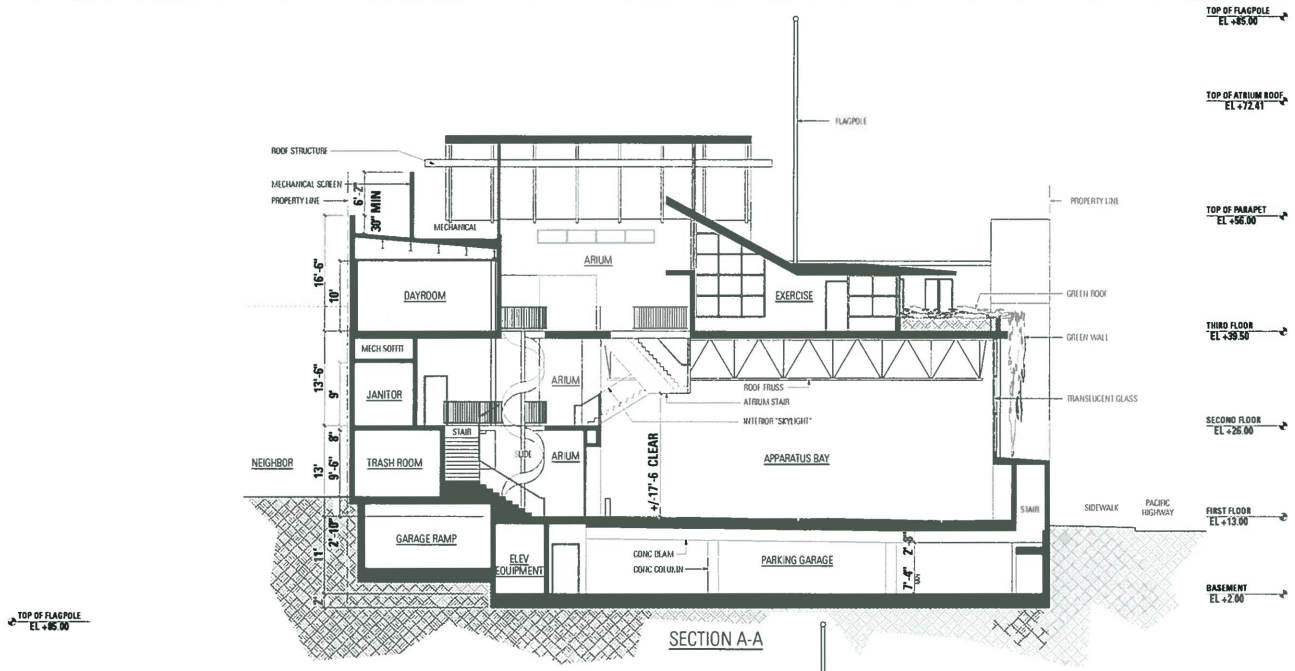

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Sections

SCALE 1/8" = 1'-0"

14

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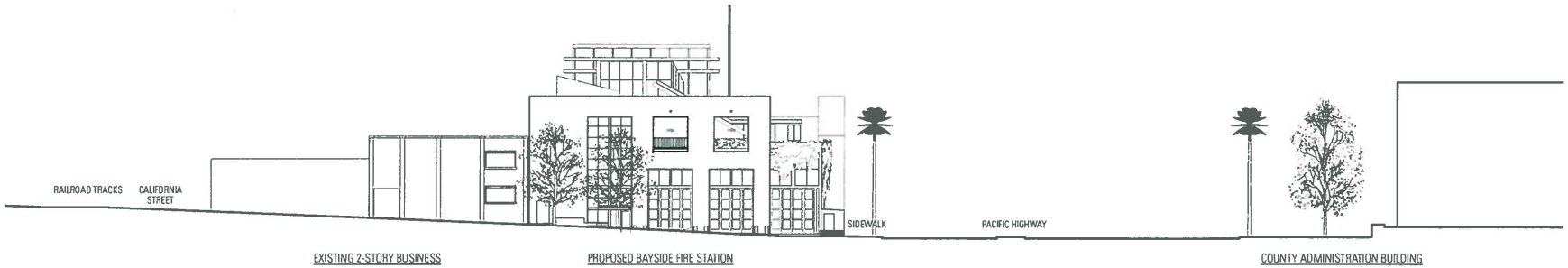

CEDAR STREET STREET VIEW

PACIFIC HIGHWAY STREET VIEW

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Vicinity Elevations

SCALE 1/16" = 1'-0"

15

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BAYSIDE FIRE STATION

1 LIVING ROOF

2 CORRUGATED PANEL

3 PAINTED TRIM

4 TERRACE LANDSCAPE

5 TERRACE RAILING
STAINLESS STEEL

6 STUCCO

7 WINDOW & DOOR FRAMES

8 TINTED GLASS

9 SPANDREL GLASS

10 ENTRY DOOR & TRIM
NATURAL PATINA BRASS

11 GROUND LEVEL GLASS

12 BRICK WALL CAP

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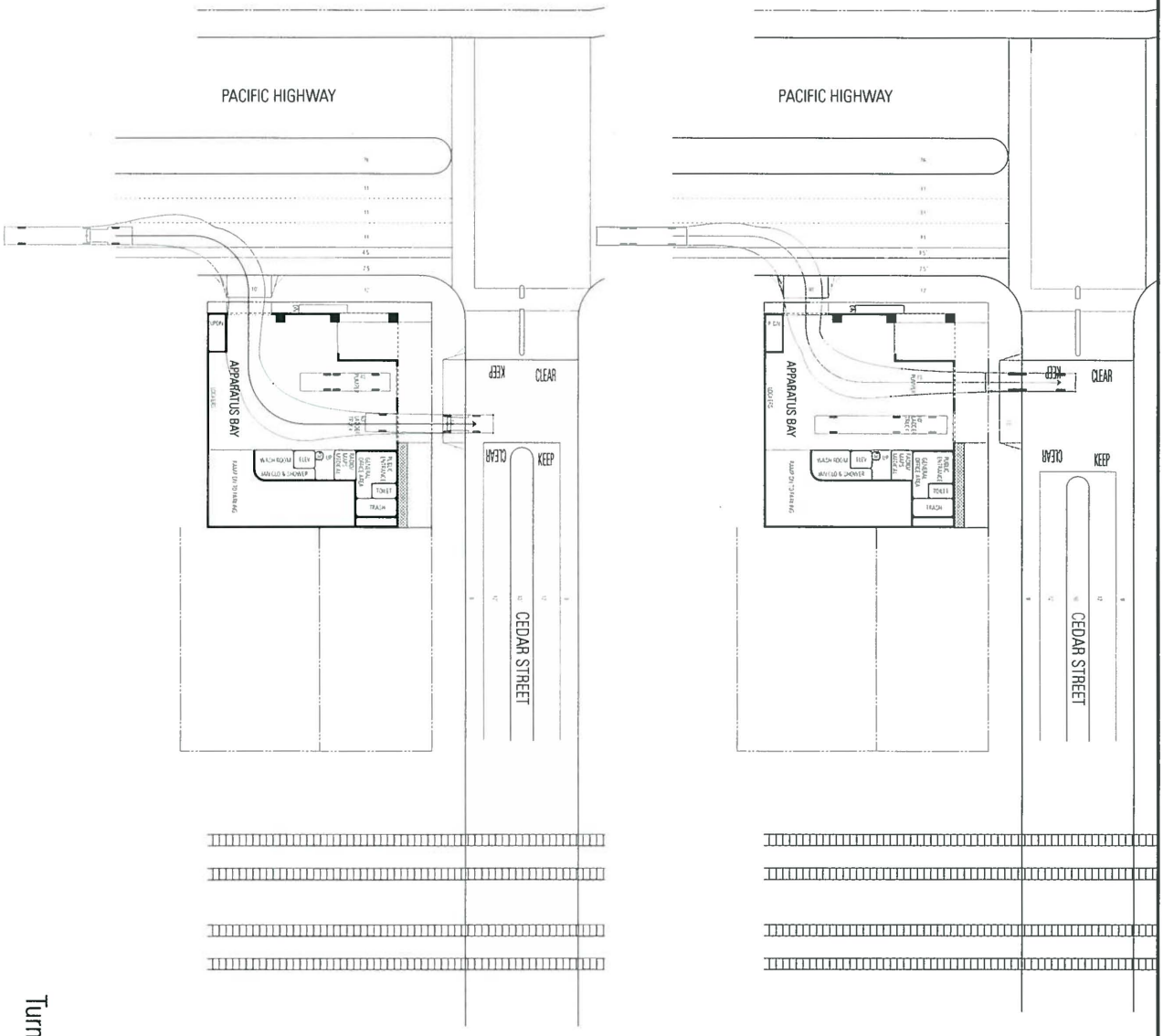
Color Board 16



Turning Radius Studies

17

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