

MITIGATION MONITORING PROGRAM
FOR THE
NAVY BROADWAY COMPLEX

Prepared for:

City of San Diego
City Administration Building
202 "C" Street
San Diego, California 92101

DOCUMENT NO. RR-280915
FILED OCT 20 1992
OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

October 1990

P-00000000

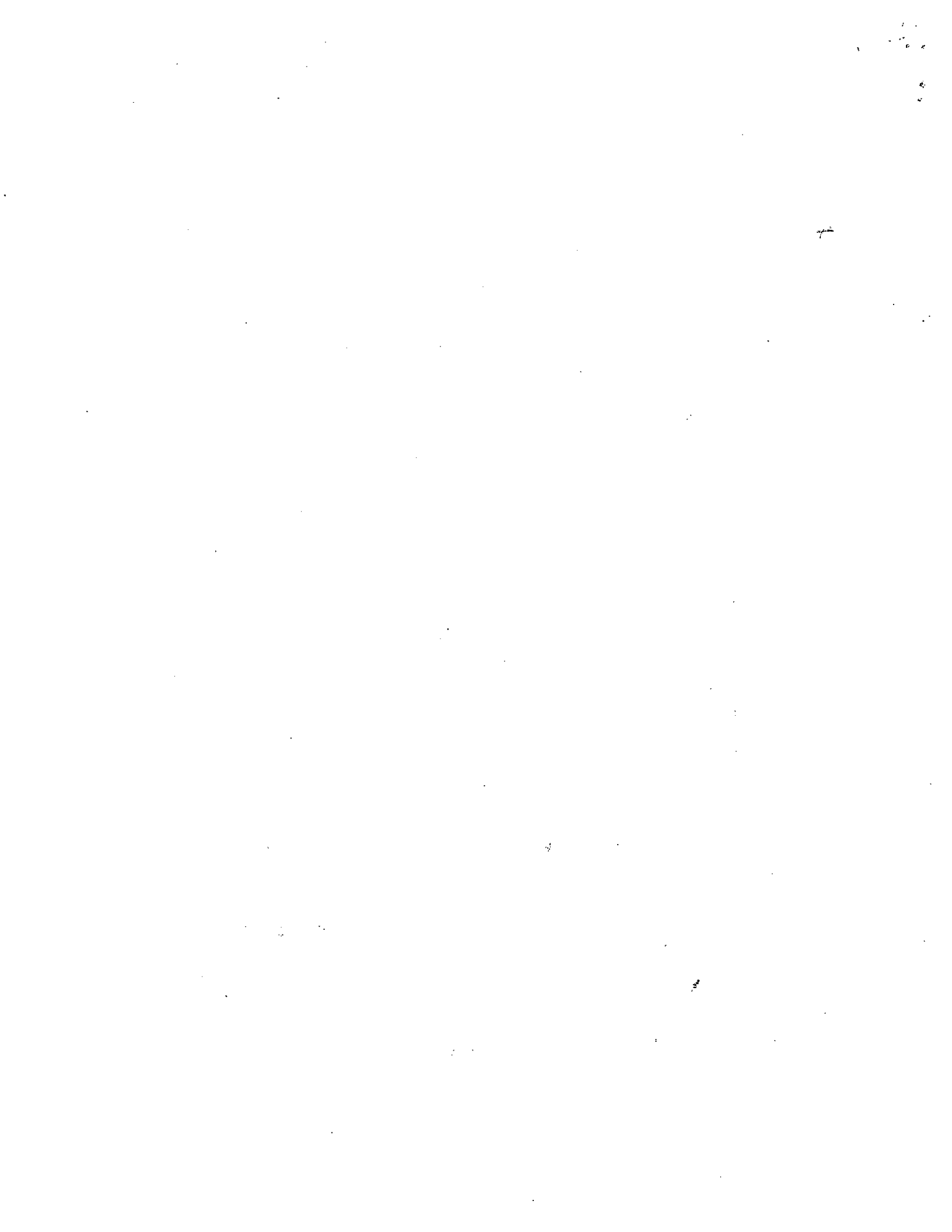


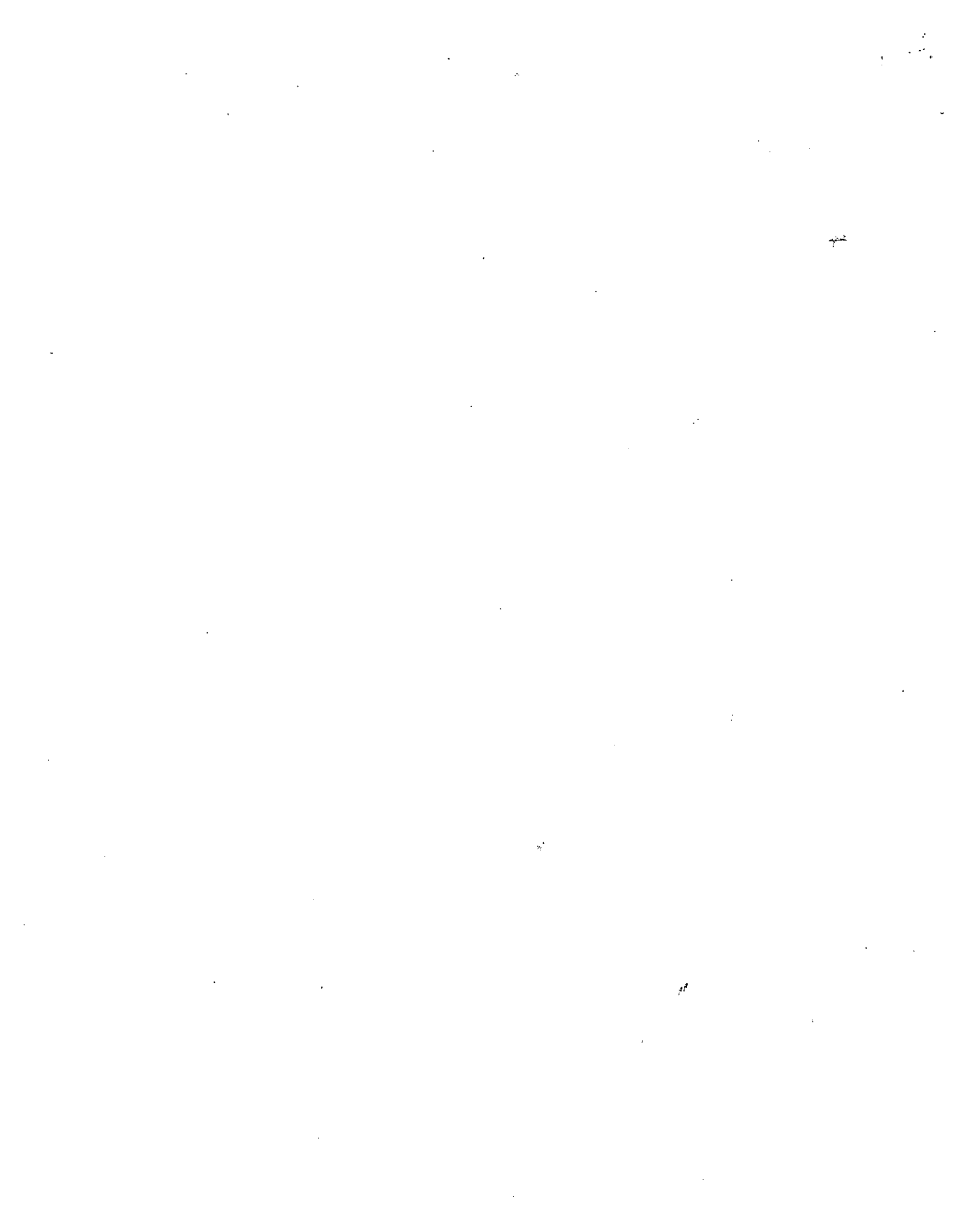
TABLE OF CONTENTS

Section

1	Introduction	1-1
2	Program Management	2-1
3	Mitigation Monitoring Program Procedures	3-1
4	Disposition of Monitoring Forms	4-1

Attachment

A	Inventory of Mitigation Measures	A-1
B	Mitigation Monitoring Program Reporting and Implementation Form	B-1



SECTION 1 INTRODUCTION

Section 21081.6 to the State of California Public Resources Code requires that a reporting or monitoring program be adopted by a lead or responsible agency for each project where an environmental impact report has identified mitigation measures for significant environmental effects. The program shall monitor the progress and subsequent completion of adopted or required changes necessary to mitigate or avoid the significant environmental effects of the project. As a party to the Development Agreement for the Navy Broadway Complex Project, the City of San Diego is the agency responsible for implementation of the mitigation monitoring program under CEQA. A final environmental impact report was prepared for this project and addressed potential environmental impacts and, where appropriate, recommended measures to mitigate these impacts. As such, a mitigation reporting or monitoring program is required to ensure that adopted mitigation measures are implemented.

The Navy Broadway Complex is an existing facility in downtown San Diego occupying 15.6 acres bounded by Broadway on the north, Harbor Drive on the west and south, and Pacific Highway on the east. The proposed project is the redevelopment of the Navy Broadway Complex to include up to 3.25 million square feet of mixed uses, including Navy and commercial office space, hotel, museum, and retail space, and 300,000 square feet of above-grade parking.



SECTION 2

PROGRAM MANAGEMENT

The mitigation monitoring plan (MMP) for the redevelopment of the Navy Broadway Complex will be in place through all phases of the project, including design, construction, and operation. Enforcement of the MMP will be the responsibility of the City of San Diego.

2.1 ROLES AND RESPONSIBILITIES

The City of San Diego will be responsible for ensuring that the mitigation measures are completed. In this role, the City will supervise the implementation of mitigation measures for the design, construction, and operation of the Navy Broadway Complex Project and will be responsible for the overall management of the MMP. The City will review the Reporting and Implementation (R & I) Forms to ensure they are filled out correctly and that proper action is being taken to comply with each measure. The City will also be responsible for the filing and updating of the R & I Forms during all phases of the project. If it is found that an adopted mitigation measure is not being properly implemented, the City will require corrective actions to ensure adequate implementation. The City of San Diego designates the Environmental Analysis Section (EAS) of the Planning Department as the primary group responsible for monitoring mitigation measures. The EAS will work with other departments, such as the Engineering and Development (E&D) and Building Inspection Departments (BID), which are responsible for ensuring compliance with codes and permit conditions during project implementation. The responsibilities of the City of San Diego (specifically the EAS) include the following:

1. An MMP R & I Form will be prepared for each potential significant impact and its corresponding mitigation identified in the list of mitigation measures attached hereto (Attachment A).
2. Appropriate specialists will be retained, as needed, to monitor specific mitigation activities and provide appropriate written approvals to the City.
3. The City and/or an entity assigned by the City will approve, by signature and date, the completion of each action item that was identified on the MMP R & I Form.
4. The City will sign off all completed MMP R & I Forms for an impact issue requiring no further monitoring.

5. If satisfactory progress on implementation of the mitigation measures is not occurring, a letter will be sent to the project developer(s) with a deadline for implementation.
6. The City will ensure that mitigation measures that require action on the part of another agency (RWQCB, etc.) are properly implemented.

SECTION 3
MITIGATION MONITORING PROGRAM PROCEDURES

The policies and procedures for the MMP described herein are intended to provide focused, yet flexible guidelines for monitoring the implementation of the mitigation measures discussed in the FEIR and adopted by the City of San Diego. Attachment A lists and numbers each mitigation measure adopted for the proposed project. Table A-1 correlates each measure, by its assigned number, to the specific phase of the project to which the measure applies. The three project phases include design, construction, and operation.

An R & I form (see Attachment B) is prepared for each mitigation measure identified in Attachment A. Each measure will be verified for compliance during the applicable phase. Once a verification of compliance is completed for each measure required during a specific phase, no further action is necessary for that phase.

3.1 DESIGN PHASE/PLAN CHECK

During the design phase, appropriate drawings and specifications will be reviewed by the City of San Diego to ensure all applicable adopted mitigation measures have been incorporated into the project design. The City coordinates with affected agencies (e.g., U.S. Environmental Protection Agency, Federal Aviation Administration, etc.) to ensure applicable ordinances and standards for construction are implemented. Comments on design documents are provided by the City to design engineers and architects. R & I Forms are completed after the implementation of each requirement.

3.2 CONSTRUCTION PHASE

Construction activities are monitored at various construction checkpoints to ensure that construction occurs in compliance with approved plans. Construction mitigation activities are monitored by the City through E&D and BID.

The Navy and/or construction contractors shall prepare a monthly list of mitigation measures that would be applicable to construction activities scheduled for the month, and shall submit the list to EAS, BID, and E&D.

3.3 OPERATIONAL PHASE

Once the project is completed and operating, the City continues to monitor the facility to verify that the adopted operational mitigation measures are implemented. The frequency of the monitoring is determined by the City. The City is responsible for ensuring correction of noncompliance situations throughout the operational phase of the project.

SECTION 4
DISPOSITION OF MONITORING FORMS

All active and completed R & I Forms are kept in the MMP file with the Environmental Analysis Section of the City of San Diego during the design, construction, and operation phases. Reports will be available from the City upon request at the following address:

City of San Diego
City Administration Building
202 "C" Street
San Diego, California 92101



ATTACHMENT A
INVENTORY OF MITIGATION MEASURES



INVENTORY OF MITIGATION MEASURES

Provided below is a listing of all mitigation measures included in the EIR and adopted as a condition of project approval. The project developer and/or the City of San Diego where noted is responsible for completing all the mitigation measures, and the City of San Diego is responsible for ensuring that the measures are completed.

A. Mitigation Measures to be Completed by the City of San Diego

1. Pacific/Grape: Pacific Highway currently provides three through lanes in each direction and a southbound left-turn pocket. Grape Street has three eastbound lanes and an eastbound right-turn pocket and will be restriped and reconfigured to provide for a 4-lane section. These improvements would result in service level D conditions under the long-term scenario and will be installed when the service levels at this intersection exceed acceptable levels based on current traffic counts.
2. Broadway/Front: Broadway provides two through lanes in each direction and a westbound left-turn lane. Front Street has three through lanes in the southbound direction and will be restriped and reconfigured to provide for a 4-lane section. These improvements would result in service level D conditions under the long-term scenario and will be installed when the service levels at this intersection exceed acceptable levels based on current traffic counts.
3. Broadway/Pacific: Pacific Highway currently provides three through lanes in each direction and a southbound left-turn lane. Broadway has two through lanes in each direction and a westbound left-turn lane. The improvements include widening Pacific Highway and restriping Broadway to provide additional turn lanes in all directions and will result in a level of service D conditions in the long-term scenario. They will be installed upon initiation of development of any block on the Navy Broadway Complex. The improvements are summarized as follows:
 - Exclusive northbound and southbound left-turn lanes on Pacific Highway at E, F, and G Streets

- Exclusive northbound right-turn and left-turn lanes on Broadway at Broadway and Pacific Highway
 - Exclusive eastbound right-turn and left-turn lanes on Broadway at Pacific Highway
 - Second westbound left-turn lane on Broadway at Pacific Highway
4. North Harbor Drive/Pacific Highway Connections: New C (or B) and E Streets (52 feet curb-to-curb width each), F and G Streets (40 feet curb-to-curb width each) will be constructed between North Harbor Drive and Pacific Highway, each with a traffic signal at Pacific Highway. Traffic signals will be installed at the intersection of E Street and North Harbor Drive, as well as a railroad crossing on new E Street, across Pacific Highway, and across North Harbor Drive. The EIR outlines a phasing plan which requires that associated mitigation measures be implemented in conjunction with the development of block(s) on the project site.
5. Harbor/Broadway: Traffic signals at the intersection of Harbor Drive and the new connection to Harbor Drive north of Broadway will be installed to alleviate traffic impacts that result from the redirection of traffic around the proposed open space area. Improvements to this intersection will be installed upon completion of the open space area at the foot of Broadway.
6. First Avenue: First Avenue will be restriped and reconfigured to provide for a 4-lane section. This improvement will be implemented when roadway volumes on this segment exceed acceptable levels based on current traffic counts.
7. Pacific Highway: Pacific Highway will be widened to mitigate future roadway conditions and along this corridor. The improvement will be installed in a phased manner upon development of individual blocks in the Navy Broadway Complex, as outlined in the phasing plan in the EIR.

B. The Following Mitigation Measure is the Responsibility of the Navy

8. The Navy will record Buildings 1 and 12 pursuant to Section 110(b) of the National Historic Preservation Act and will oversee excavations to ensure that no significant archaeology is inadvertently lost.

C. The Following Mitigation Measures are the Responsibility of the Project Developer

9. Long-Term Travel Demand Management (TDM) Program: A TDM program will be implemented to reduce the number of vehicular trips, thereby reducing associated traffic impacts, parking needs, and effects to air quality. The adopted TDM program will be implemented prior to the occupancy of any uses and will be designed to encourage 24 percent of office workers and 15 percent of hotel/retail workers to commute by a mode other than a single-occupied vehicle. This program will include one or more of the following or other appropriate measures:

- Onsite transit amenities
- Transit pass sale and information area
- Coordination of a rideshare matching system
- Preferential carpool and/or vanpool parking
- Onsite bike lockers
- Development of pedestrian corridors to transit stops/stations
- Shared parking arrangement through mix of land uses

10. A school facilities fee shall be paid in an amount established in accordance with California Government Code Section 53080, 53080.1, and 65995.
11. The existing 15-inch diameter mains located in Pacific Highway and in Market Street will be upgraded, in coordination with the City of San Diego, to a capacity sufficient to serve future onsite development, as well as future upstream and tributary developments that would be linked to them. As recommended in a sewer pipeline capacity analysis, 1,800 linear feet of sewer line will be replaced from the intersection of Pacific Highway and E Street to the intersection of Market Street and Kettner Boulevard. The sewer line will be constructed upon demand for a new line, as created by the project:

12. An erosion control plan will be implemented during construction of new structures. The plan will be prepared by the project developer and submitted to the City of San Diego for approval prior to the initiation of construction. Major components of the plan would include (but not be limited to) the following:
 - Regular watering of exposed soil.
 - Hydroseeding of large (1-acre-plus) areas of exposed soils that will remain exposed and undisturbed by construction for 3 or more months at a time.
 - Draining any areas where ponding occurs.
 - Placing sandbags in gutters and near storm drains wherever construction activities occur.
13. Fugitive dust will be controlled by regular watering as required by the San Diego Air Pollution Control District (SDAPCD) and through erosion control and street washing to reduce dirt spillage onto traveled roadways near the construction site. This measure will be required to be included in construction documents.
14. Construction activities will be conducted in compliance with the construction noise requirements of the San Diego Municipal Code (Section 59.5.0404).
15. Prior to the issuance of building permits, building plan specifications for hotel structures will be reviewed by an acoustical engineer to determine whether sound attenuation measures satisfy the interior noise standard of 45 dB CNEL.
16. The private uses on the Navy Broadway Complex project will be designed and constructed in accordance with Title 24 of the California Administrative Code.
17. A looped 12 kV system will be constructed in phases to provide adequate electricity to the various individual structures within the Navy Broadway Complex.
18. If any underground storage tanks on the site are found to be leaking, such leaks will be cleaned up in accordance with the Resource Conservation and Recovery Act (RCRA) and any other applicable state or City of San Diego regulations, with clean up being initiated upon discovery of any leaks.

19. If evidence of hazardous materials contamination is discovered, the EPA will be promptly notified and all applicable requirements of the Comprehensive Emergency Response Compensation and Liability Act and the Superfund Amendment and Reauthorization Act (CERCLA/SARA) and the National Contingency Plan (NCP) will be complied with.
20. If CERCLA hazardous substances are discovered, no construction will occur until the requirements of CERCLA/SARA and the NCP have been fully satisfied. CERCLA/SARA/NCP activities would take priority over new construction until CERCLA/SARA compliance has been achieved.
21. Prior to construction, the area beneath Building 8 will be further investigated for the presence of hazardous materials in the soils. If any contaminated soils are found, they will be cleaned up in accordance with EPA regulations.
22. The fluid in transformers and other electrical units will be tested prior to onsite construction to determine the presence of PCBs. If PCBs are found, the fluid and the units will be disposed of at an approved waste disposal facility.
23. The soil in the vicinity of the forklift maintenance area at Building 106 will be tested for acidity prior to development in this area. If the pH of the soil is less than 5, the pH will be adjusted so that it is greater than 5.
24. The oily residue-stained soil and paving materials in the vicinities of Buildings 7 and 106 will be removed pursuant to EPA requirements prior to development in this area and disposed of in an approved disposal facility.
25. Demolition of buildings containing asbestos on the Navy Broadway Complex will be conducted in compliance with all applicable regulations. Asbestos-containing materials will be disposed of in a landfill or other facility permitted to accept such waste.

26. Authorization to temporarily discharge dewatering waste during project construction will be obtained from the executive officer of the Regional Water Quality Control Board under NPDES CA0108707.
27. Water conservation measures will be installed in all buildings, including low-flow shower and faucet fixtures. Drought-tolerant landscaping will be used except where grass-intensive uses (such as open space areas) are located.
28. Receptacles will be provided within each building to allow for the separation of all recyclable paper material. The lease for each building will require that white paper and computer paper recycling receptacles are provided, and that the lessee will participate to the maximum extent applicable in any local ordinance-implemented recycling program for other recyclable materials.
29. No mirrored glass will be used in new buildings.
30. Buildings on Block 1 and the easterly halves of Blocks 2 and 3 will be red obstruction lighted in accordance with the provisions of FAA Advisory Circular AC 70/7460-1G, Obstruction Marking and Lighting.
31. All new buildings will be designed in accordance with established criteria for UBC Seismic Zone 4.
32. The remedial measures for fault surface rupture, seismic groundshaking, and liquefaction outlined in "Additional Geologic, Seismic, and Geotechnical Studies, Navy Broadway Complex, San Diego, California," prepared by Woodward-Clyde Consultants (dated September 5, 1990) shall be considered in the design and construction of all new buildings.

TABLE A-1
APPLICABLE PROJECT PHASES FOR
IMPLEMENTING PROJECT MITIGATION

	<u>Design</u>	<u>Construction</u>	<u>Operation</u>
1			X
2			X
3		X	
4		X	
5		X	
6			X
7		X	
8	X	X	
9			X
10		X	
11	X	X	
12		X	
13		X	
14		X	
15	X		
16	X		
17		X	
18		X	
19		X	
20		X	
21		X	

TABLE A-1 (continued)

	<u>Design</u>	<u>Construction</u>	<u>Operation</u>
22		X	
23		X	
24		X	
25		X	
26		X	
27	X	X	
28			X
29	X	X	
30	X	X	
31	X	X	
32	X	X	

Note: Compliance is verified through receipt of a mitigation monitoring program Reporting and Implementation Form. The form shall indicate no further action is required prior to verifying compliance.

Source: Michael Brandman Associates 1990.

ATTACHMENT B

**MITIGATION MONITORING PROGRAM
REPORTING AND IMPLEMENTATION FORM**



**BROADWAY COMPLEX
MITIGATION MONITORING PROGRAM
REPORTING AND IMPLEMENTATION FORM**

Mitigation Measure (from Attachment A): # _____

Location: _____ Onsite _____ Offsite

Project Phase: _____ Design _____ Construction _____ Operation

Description of Activity/Method of Implementation:

Disposition: _____ Mitigation measure for the above-noted project phase implemented and fully complied with. No further action is required.

_____ Mitigation measure for the above-noted project phase is not fully implemented. Further action required. (Please explain below)

_____ The mitigation measure for the above-noted project phase is not in compliance. Further action required. (Please explain below)

Comments:

Completed by: Name: _____ Approved by: Name: _____
Title: _____ Title: _____
Date: _____ Date: _____

SEP 26 3 15 AM '90

05327