Downtown San Diego Bus Rapid Transit Stations

SAN DIEGO ASSOCIATION OF GOVERNMENTS
CITY OF SAN DIEGO
SAN DIEGO COUNTY, CALIFORNIA

~~Public Review Draft~~Final
Initial Study/Mitigated Negative Declaration

Prepared by the San Diego Association of Governments
401 B Street, Suite 800
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SANDAG
San Diego's Regional Planning Agency

~~June~~September 2013

Preface

This is a Final Initial Study/Mitigated Negative Declaration (MND), prepared pursuant to the California Environmental Quality Act (CEQA), addressing the potential environmental effects of the implementation of the Downtown San Diego Bus Rapid Transit Stations Project. A draft of the MND was circulated for a 30 day public review from June 10, 2013 to July 9, 2013 (State Clearinghouse No. 2013061017). Comments received during the public review period are provided in **Appendix E** of the Final MND. Also provided in Appendix E are written responses to the environmental issues raised in the comments.

In response to comments received on the public review draft of the MND, minor revisions and clarifications have been made to the Final MND, including the Initial Study. All revisions are shown in ~~strikeout~~ and underline in the Final MND.

The documents and other materials that constitute the record of proceedings on which SANDAG's decision to adopt the Final MND are based are located at 401 B Street, Suite 800, San Diego, CA 92101. The custodian of these documents is Andrew Martin, Associate Environmental Planner. This information is provided in compliance with Public Resources Code §21081.6(a)(2) and CEQA Guidelines §15074(c). The documents and other materials that constitute the record of proceedings on which SANDAG's decision to adopt the Final MND is based consist of the following documents, at a minimum:

- The Draft and Final MND, including the Initial Study, appendices, and technical studies included or referenced in the Draft and Final MNDs.
- All public notices issued by SANDAG in conjunction with the project.
- All comments submitted by public agencies, members of the public, and other entities during the 30-day public review period on the Draft MND.
- All comments and correspondence submitted to SANDAG with respect to the project.
- The Mitigation Monitoring and Reporting Program for the project.

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Mitigation Monitoring and Reporting Program for the Downtown San Diego Bus Rapid Transit Stations

1. Purpose and Intended Use of the Mitigation Monitoring and Reporting Program

The California Environmental Quality Act (CEQA; California Public Resources Code §21081.6) requires public agencies to adopt a monitoring and reporting program for the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. In order to ensure implementation of the mitigation measure identified in the Mitigated Negative Declaration (MND), SANDAG shall adopt a Mitigation Monitoring and Reporting Program (MMRP). This MMRP has been prepared in accordance with the proposed Downtown San Diego Bus Rapid Transit (BRT) Stations Project, the environmental effects of which have been evaluated in an MND prepared in compliance with CEQA and the CEQA Guidelines.

This MMRP identifies the mitigation measure that shall be implemented by SANDAG as the responsible party and the timing of implementation. SANDAG may delegate the reporting or monitoring responsibilities identified below to another entity that accepts the delegation (such as a construction contractor). However, until the mitigation measure included in the MMRP has been completed, SANDAG remains responsible for ensuring that implementation occurs in accordance with the adopted program (CEQA Guidelines §15097[a]).

Environmental Issue	Mitigation Measure, Standard Construction Specification, Design Feature	Timing of Implementation	Responsible Party
Cultural Resources	SANDAG shall require monitoring of any trenching, excavation, or grading by a qualified archaeologist ("archaeological monitor") at the following locations: • Within the boundaries of the Gaslamp Quarter Historic District and • Within the existing sidewalk along the west side of Kettner Boulevard adjacent to the Santa Fe Depot property. Prior to the start of any trenching, excavation, or grading at the locations specified above, SANDAG shall verify that the requirement for archaeological monitoring is noted on the appropriate construction documents. The archaeological monitor shall be present at all times during any trenching, excavation, or grading at the locations specified above. In the event of a discovery, the archaeological monitor shall direct the contractor to temporarily divert trenching, excavation, or grading in the area of discovery and immediately notify the construction manager. The archaeological monitor shall immediately notify SANDAG by phone of any discovery, and shall submit written documentation via fax or email to SANDAG within 24 hours of the discovery, with photos of the discovery in context, if feasible. The archaeological monitor (and Native American representative, if applicable) shall evaluate the significance of the discovery and discuss its significance determination with SANDAG. The archaeological monitor shall notify SANDAG in writing of its significance determination, any additional mitigation requirements if the resource is determined to be significant, and indicate that no further work is required upon completion of any additional mitigation requirements. No additional mitigation requirements shall be performed without written approval from SANDAG. Trenching, excavation, grading, or other activities with the potential to adversely affect a significant discovery shall not resume until all mitigation requirements have been satisfied and SANDAG provides written notice to resume. If the discovery is not significant, the archaeological monitor shall inform SANDAG in writing of its determination. The archaeological monitor shall also indicate in writing that no further work is required for a discovery that is not significant. When required, discoveries shall be documented, analyzed, and curated, in compliance with applicable provisions of the City of San Diego Historical Resources Guidelines and the State Office of Historical Preservation Guidelines for the Curation of Archeological Collections. If human remains are discovered, all work in the area of discovery shall cease and the procedures required by state law shall be followed (PRC §5097.98, HSC §7050.5).	Prior to construction; During construction	SANDAG

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Appendices

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1.0 Introduction

The San Diego Association of Governments (SANDAG, the "project proponent") proposes to construct seven new bus rapid transit (BRT) stations and related physical improvements within public right-of-way in Downtown San Diego (hereinafter referred to as the "proposed project") (**Figure 1-1**). The proposed project would generally be located in Downtown San Diego in the City of San Diego, San Diego County, California, in the area bounded by Broadway to the south, B Street to the north, Park Boulevard to the east, and Kettner Boulevard to the west.

The specific locations and descriptions of the seven proposed transit stations and related physical improvements are provided in Section 2.0 Project Description.

Independent of the proposed project, the seven station locations would be served by multiple approved ~~and proposed~~ BRT services, including South Bay BRT, Mid-City Rapid, and I-15 BRT. The primary purpose of the proposed project is to enhance pedestrian access to the approved~~proposed~~ BRT services. Additionally, the enhanced stations will serve as identification markers for the transit services. The unique branding, enhanced lighting and additional sidewalk width will create a distinct presence for transit. Branding and station amenities have been shown to help increase ridership among choice riders. The stations will include next bus signage that will provide users with real time transit information, transit fare and route information, and security.

As the Lead Agency for the proposed project under the California Environmental Quality Act (CEQA), SANDAG prepared an Initial Study to determine if the proposed project could have a significant effect on the environment. The Initial Study identifies potentially significant effects to cultural resources during construction, but mitigation measures incorporated into the proposed project by SANDAG before the Initial Study and this Mitigated Negative Declaration (MND) were circulated for public review would mitigate the cultural resources effects to a point where no significant effects would occur. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment. Therefore, pursuant to the *Guidelines for Implementation of the California Environmental Quality Act* ("CEQA Guidelines") (§15070[b]]), SANDAG has prepared an MND for the proposed project. Included in this final draft of the MND ("~~Draft~~Final MND") is the Initial Study documenting the reasons supporting this finding.

The Draft MND ~~is~~was available for a 30-day public review period (§15105). The public review period ~~will begin~~began on June 10, 2013 and ended on~~. Written comments regarding the adequacy of the Draft MND must be received by~~ July 9, 2013. Comments should be addressed, emailed, or faxed to:

Andrew Martin, Associate Environmental Planner
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
andrew.martin@sandag.org
Fax: (619) 699-1905

SANDAG ~~shall~~ prepared written responses to comments on environmental issues received during the noticed public review period. All written comments received during and after this review period are included in Appendix E along with written responses from SANDAG. Written comments received by SANDAG will be included in the public record.

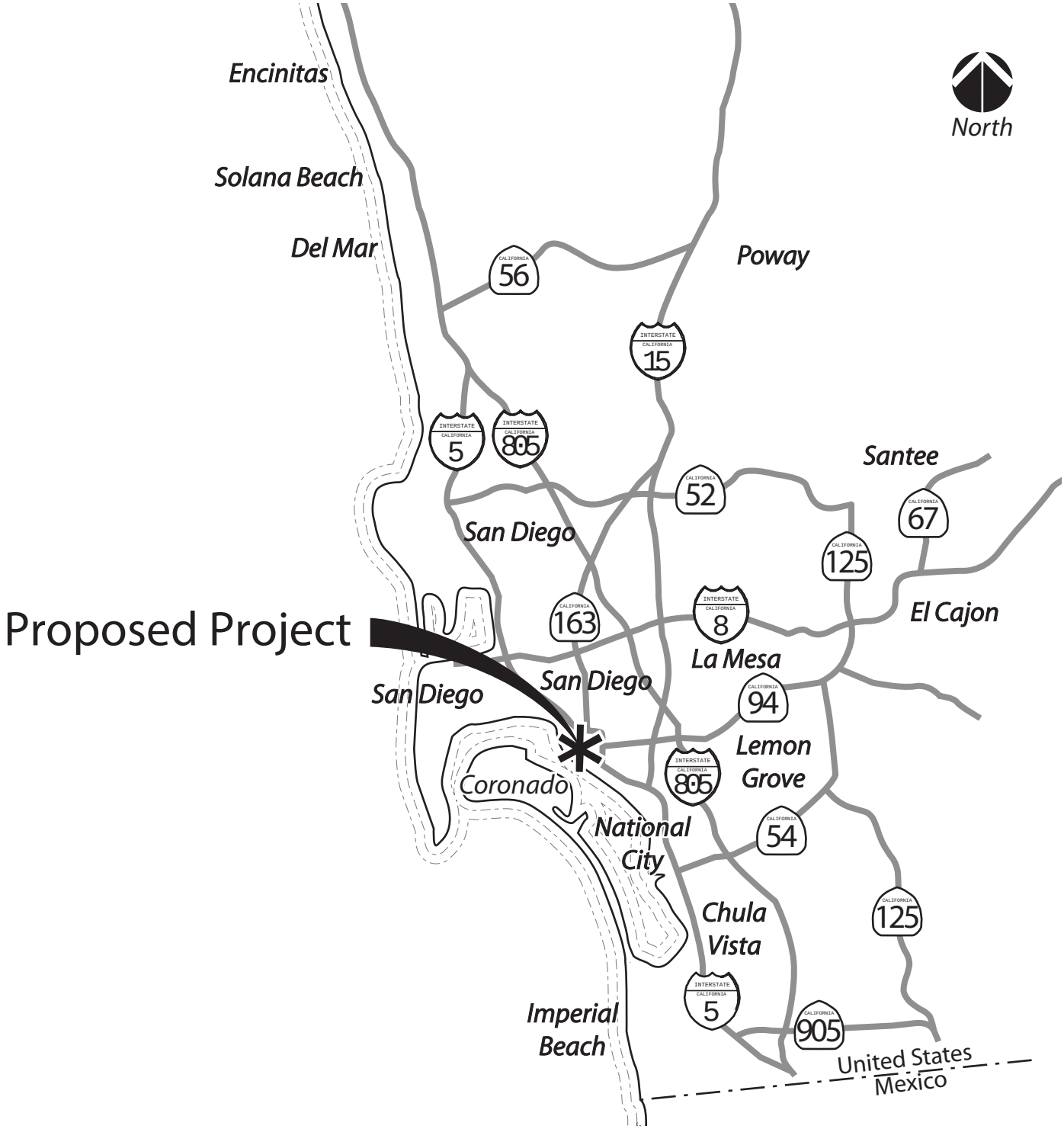
Copies of the Draft MND and supporting materials ~~are~~were available online at www.sandag.org/downtownbrt and at the SANDAG offices at the address provided above. Copies of the Draft MND also ~~are~~were available at the following public library:

Central Library
820 E Street
San Diego, CA 92101

SANDAG ~~has~~ scheduled the following public meeting on the Downtown San Diego BRT Stations project and Draft MND. There ~~will be~~were opportunities at the meeting to provide public comment on the Draft MND.

Wednesday, June 19, 2013, 5:30 p.m. to 7:30 p.m.
SANDAG
401 B Street, 7th Floor Conference Room
San Diego, CA 92101

Figure 1-1: Regional Location



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2.0 Project Description

The location and features of the seven proposed transit stations and related physical improvements are described below.

2.1 Smart Corner Station - Broadway between Park Boulevard and 11th Avenue

Existing transit benches and schedule displays would be removed. Two bus shelters would be installed: one located on eastbound Broadway near Park Boulevard and another on westbound Broadway near 11th Avenue (**Figure 2-1**). All bus shelters included in the proposed project would be approximately 10 feet tall with a rectangular glass panel roof atop two columns, both two feet wide. Lighting would run vertically along the column edges (**Figure 2-2**).

Pylons would be placed at either end of the block on both sides of Broadway, for a total of four (two on eastbound Broadway and two on westbound Broadway at the intersections with 11th Avenue and Park Boulevard). All pylons included in the proposed project would be approximately 15 feet tall and 3.5 feet wide. Pylons would be 11 inches wide and taper down to six inches at the narrowest point. Lighting would run vertically along the pylon edge (**Figure 2-3**). Security cameras would be installed in the pylons. Additional poles would be installed at the station to accommodate security cameras and new trash receptacles will be provided. The site plan of a typical station is shown on **Figure 2-4**. Photos of this block with and without the proposed project are shown on **Figure 2-5**.

Street trees along both sides of Broadway would be removed and replaced at a 1:1 ratio with the same tree species. Tree pits (up to 4-feet deep) would be excavated to accommodate the root ball of new street trees. New irrigation lines and tree bubblers are proposed. New tree grates would be installed. Existing street light poles would be relocated to align with the trees and meet City of San Diego lighting standards.

The sidewalk on eastbound Broadway would be widened approximately four feet into the existing travel lane. Sidewalk width would not change on westbound Broadway. All existing sidewalk pavement would be replaced with new pavement. New Americans with Disabilities Act (ADA)-compliant concrete ramps would be installed on eastbound Broadway at 11th Avenue and Park Boulevard. Striped crosswalks would be installed on Broadway at the Park Boulevard and 11th Avenue intersections. The existing slotted storm drains along Broadway would be replaced with trench drains and a new storm drain inlet would be installed at the southeast corner of Broadway and 11th Avenue.

2.2 Smart Corner Station - 11th Avenue at B Street

The existing bus shelter located on the east side of 11th Avenue and approximately 120 feet south of B Street would be removed and replaced with a new bus shelter. Two pylons would be installed, one on either side of the shelter. This station also would include new sidewalk pavement and a new trash receptacle. Existing street trees and irrigation lines would remain. Conduit would be installed underground along 11th Avenue from the proposed station to connect with existing conduit under C Street.

2.3 Smart Corner Station - Park Boulevard at Broadway Station

A new bus shelter and pylons would be installed on the west side of Park Boulevard, just north of Broadway, and just northeast of the existing tracks for the San Diego Trolley. New sidewalk paving would be installed. Existing street trees, irrigation lines, trash receptacles, and street lights would remain. Conduit would be installed underground to connect with existing conduit at the adjacent City College Trolley Station.

2.4 Gaslamp Station - Broadway between 4th Avenue and 5th Avenue

Existing shelters, railings, and schedule displays would be removed. Two bus shelters would be installed: one located on eastbound Broadway near 5th Avenue and another on westbound Broadway near 4th Avenue. Photos of this block with and without the proposed project are shown on **Figure 2-6**.

Pylons would be placed at either end of the block on both sides of Broadway, for a total of four (two on eastbound Broadway and two on westbound Broadway, at the intersections with 5th Avenue and 4th Avenue). Poles would be installed at the station to accommodate security cameras and new trash receptacles would be provided. Existing street trees along eastbound Broadway would be removed and replaced at a 1:1 ratio with the same species. New irrigation improvements and tree bubblers are proposed. Tree pits (up to four feet deep) would be excavated to accommodate the root ball of new street trees. New tree grates would be installed. New street lights would be installed and the existing Gaslamp District street light would remain.

The sidewalk on eastbound Broadway would be widened approximately four feet into the existing travel lane. Sidewalk width would not change on westbound Broadway. All existing sidewalk pavement would be replaced with new pavement. New ADA-compliant concrete ramps would be installed on Broadway at 4th Avenue and 5th Avenue. The existing curb and gutter along Broadway would be replaced with trench drains and a new storm drain inlet would be installed. Conduit would be installed in a trench within 5th Avenue and run north from the proposed station to connect with existing conduit located under C Street.

2.5 Front Street Station - Eastbound Broadway between 1st Avenue and Front Street

A new bus shelter would be installed just west of 1st Avenue. Pylons would be located on either end of the block, for a total of two. The sidewalk along would be widened approximately 8 feet into the existing parking lane, which would be removed. The existing parking lane consists of two metered parking spaces and painted curb for disabled parking (blue), passenger loading (white), and commercial loading (yellow). The disabled parking stall would be relocated to First Avenue just south of Broadway. New ADA-compliant concrete curb ramps would be installed at Front Street and 1st Avenue. Photos of this block with and without the proposed project are shown on **Figure 2-7**.

Figure 2-1: Project Area and Proposed Improvements

Proposed BRT Station

Proposed Underground Conduit

Proposed Roadway Paving and Restriping

Proposed Roadway Restriping

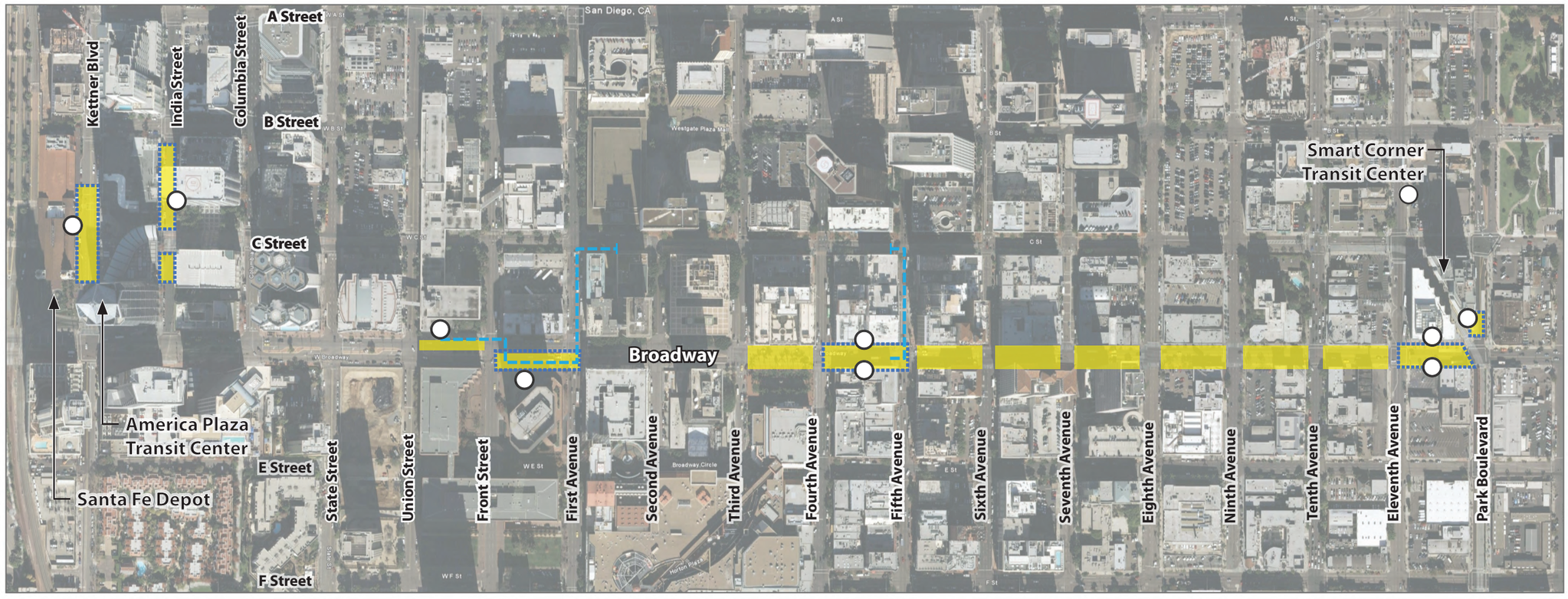

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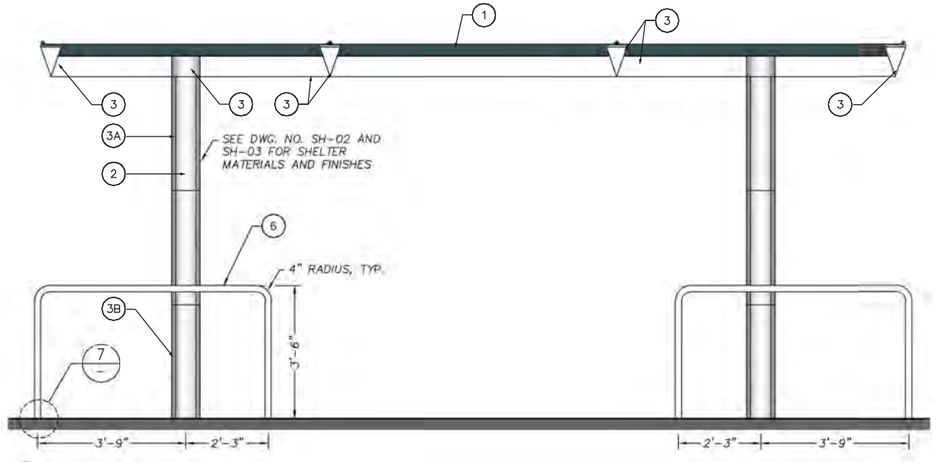
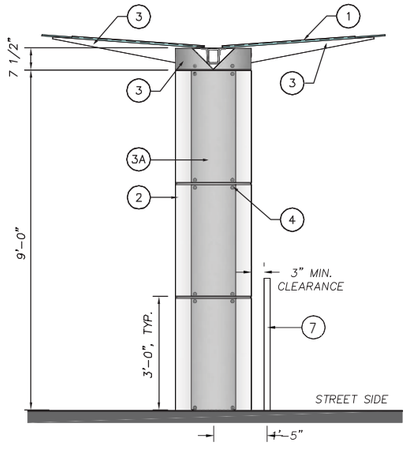
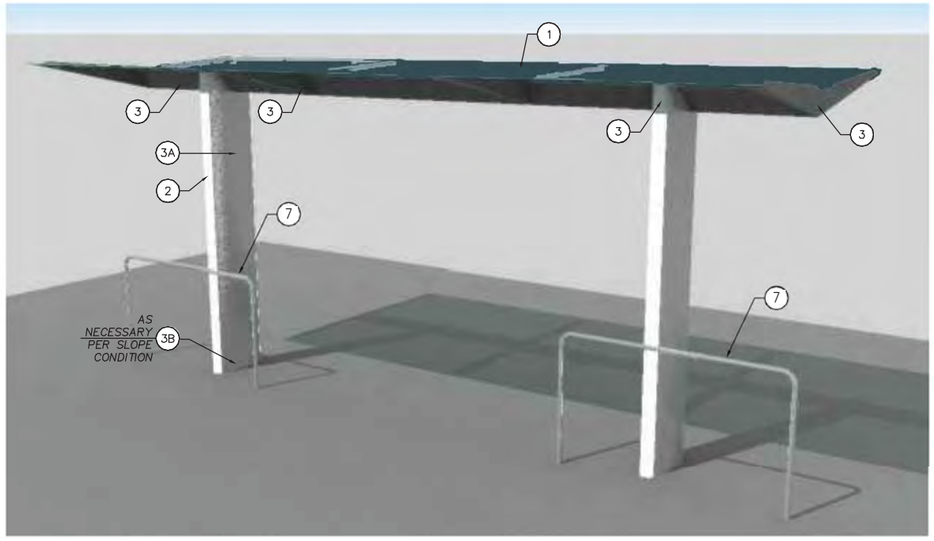
Figure 2-2: Proposed Bus Rapid Transit Shelters



FRONT ELEVATION - SHELTER



SIDE ELEVATION - SHELTER



PERSPECTIVE OVERVIEW

SHELTER MATERIALS	
NO.	ELEMENT/MATERIAL
1	CANOPY LAMINATE GLASS UNIT
2	LIGHT CLADDING COVER
3	STAINLESS STEEL CLADDING – SHELTER MISCELLANEOUS
3A	STAINLESS STEEL CLADDING – SHELTER COLUMN PANEL
3B	STAINLESS STEEL CLADDING – SHELTER COLUMN BASE
4	½" STAINLESS STEEL VANDAL RESISTANT SCREW & BOLT
5	NOT USED
6	LED LIGHT BAR
7	2" SCH 40 STAINLESS STEEL PIPE LEAN RAIL
8	STRUCTURAL STEEL

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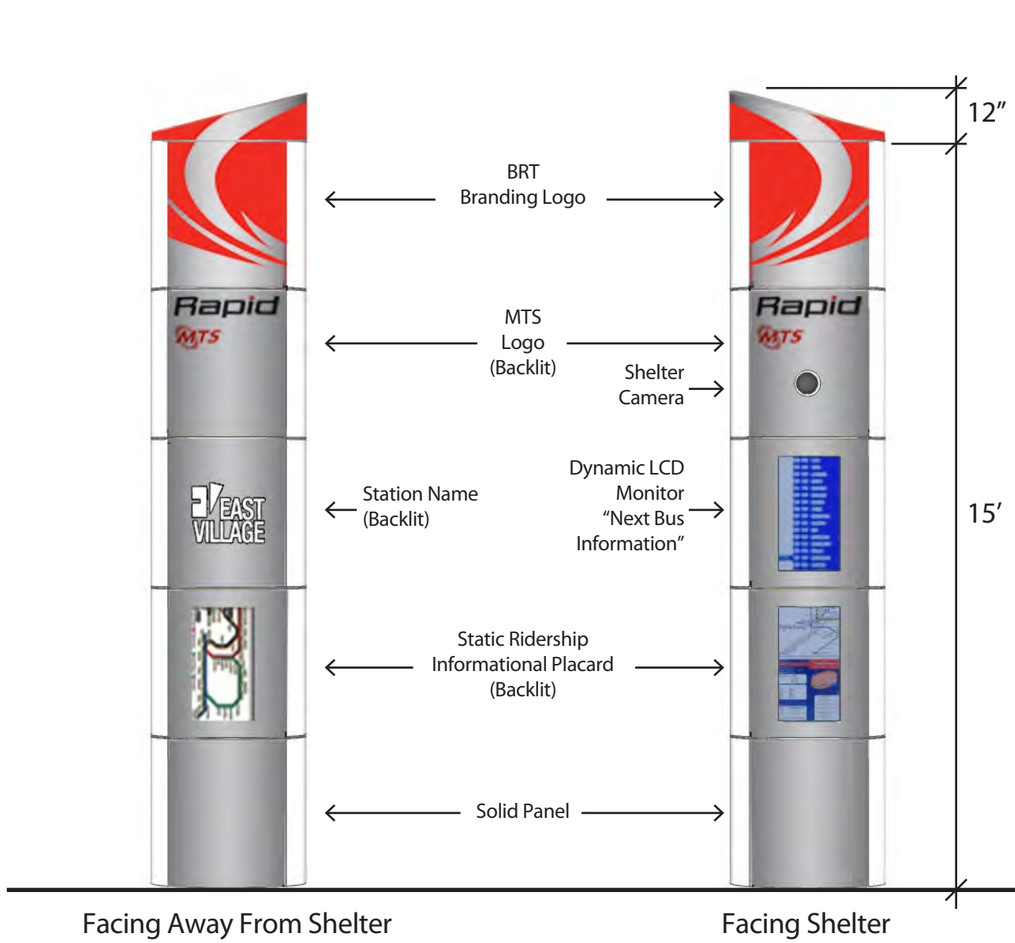
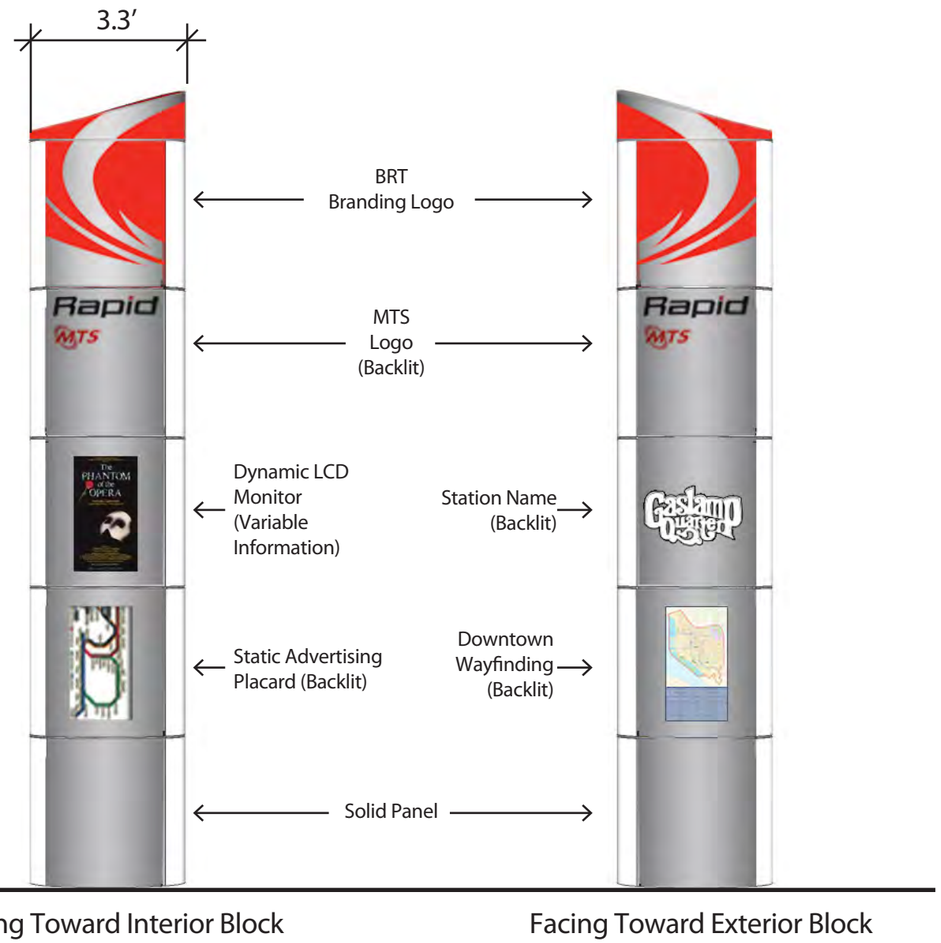
Figure 2-3: Proposed Bus Rapid Transit Pylons



Shelter Pylon



End of Block Pylon

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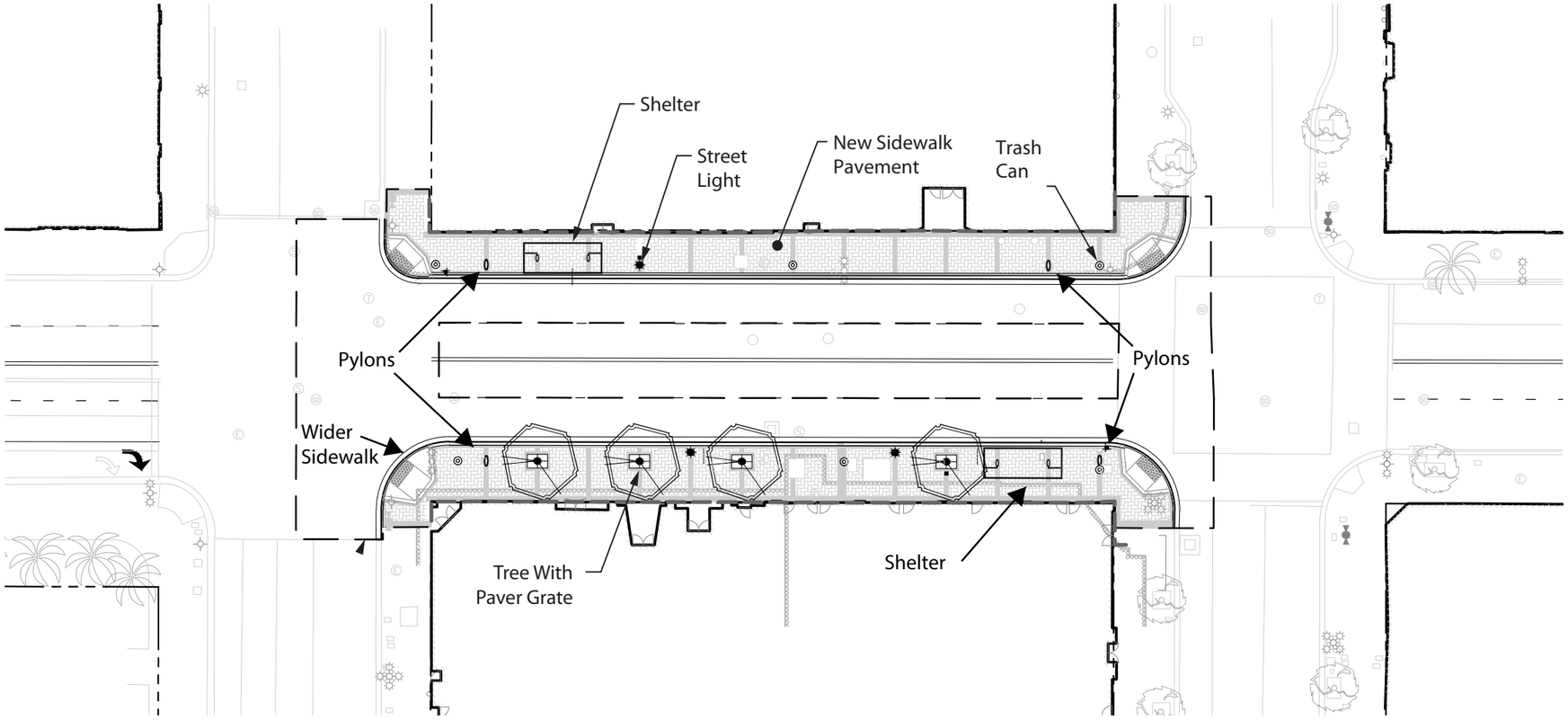
Figure 2-4: Typical Station Site Plan



North

0′ 20′ 40′ 80′

Scale: 1′ = 40′

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Figure 2-5: Proposed Smart Corner Station - Looking East from Eleventh Avenue

Before

After

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Figure 2-6: Proposed Gaslamp Quarter Station - Looking East from Fourth Avenue

Before

After

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Figure 2-7: Proposed Front Street Station - Looking West from First Avenue

Before

After

Note: a station would not be constructed along westbound Broadway between First Avenue and Front Street. A bus shelter and pylons would be installed along westbound Broadway between Union Street and Front Street.

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Street trees and corresponding tree pits along the south side of Broadway would be removed and replaced with the same species. New irrigation improvements and tree bubblers are proposed. New tree pits would be excavated to accommodate the root ball of the new street tree. New tree grates would be installed. Street light poles would be relocated to align with the trees and meet City of San Diego lighting standards. A pole would be installed to accommodate a security camera and new trash receptacles would be provided. The existing slotted storm drain would be replaced with a trench drain and a new storm drain inlet would be installed. No improvements are proposed on eastbound Broadway between Union Street and Front Street.

2.6 Front Street Station - Westbound Broadway between Union Street and Front Street

The existing shelter and schedule display would be removed. A new bus shelter would be installed just east of Union Street. Pylons would be located at either end of the block, for a total of two. A new trash receptacle would be provided. Existing trees, irrigation lines, and paving would remain. No improvements are proposed on westbound Broadway between 1st Avenue and Front Street with the exception of an ~~above ground~~underground communications box on the sidewalk at the northeast corner of Front Street and Broadway and associated underground conduit within Broadway.

2.7 America Plaza Station - India Street and C Street

The sidewalk along the east side of India Street would be widened approximately 8 feet into the existing travel lane from just south of C Street north to the existing parking garage entrance as shown. All existing pavement in this portion of the sidewalk would be replaced with new pavement. The sidewalk widening would occur at existing red curb and no existing parking would be affected. This section of India Street would be re-striped and re-paved. Traffic volume capacity along India Street would not decrease as a result of the proposed project.

A pylon would be installed along the east side of India Street. New concrete ADA ramps would be installed both north and south of C Street on the east side of India Street. Existing street trees, irrigation lines, and street lights would remain. Existing tree planter openings would be enlarged. No shelter would be installed at this location.

2.8 Santa Fe Depot Station - Kettner Boulevard and Broadway

New station pylons and lighting would be installed on the west side of Kettner Boulevard in front of Santa Fe Depot. No shelter would be installed at this station. The sidewalk adjacent to Santa Fe Depot along the west side of Kettner Boulevard and north of Broadway would be widened into the existing parking area to form a uniform and continuous curb front. The existing parking area consists of painted curb for disabled parking (blue) and passenger loading (white). The existing disabled parking/passenger loading zone on the west side of Kettner Boulevard in front of Santa Fe Depot would be relocated south adjacent to Santa Fe Depot plaza. The existing disabled parking and loading zone located north of Santa Fe Depot in front of the Museum of Contemporary Art San Diego would remain.

A new ADA-compliant concrete ramp would be installed along the west side of Kettner Boulevard where the southbound sidewalk crosses the trolley tracks. New trench drains and drainage inlets would be installed along the west side of Kettner Boulevard. This section of Kettner Boulevard would be re-striped and re-paved. Traffic volume capacity along Kettner Boulevard would not decrease as a result of the proposed project.

Along the west side of Kettner Boulevard, the sidewalk consists of two types of pavers: historic klinker brick pavers and non-historic pavers. The approximately 700 square feet of historic klinker brick pavers generally located adjacent to the Santa Fe Depot plaza are historic elements of the Santa Fe Depot, which is listed on the National Register of Historic Places. The historic brick pavers would be refurbished and reinstalled as part of the proposed project, consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties. The relatively newer, non-historic pavers located adjacent to the Santa Fe Depot would be replaced as part of the proposed project. Kettner Boulevard travel lanes and southbound sidewalk are in a portion of the Coastal Zone under California Coastal Commission jurisdiction.

The sidewalk on the east side of Kettner Boulevard between America Plaza and just north of the midblock pedestrian crossing at the Santa Fe Depot breezeway would be widened approximately 8 feet into the existing parking lane. Three on-street metered spaces would be removed. New ADA-compliant concrete ramps would be installed on either side of the mid-block pedestrian crossing. No irrigation improvements are proposed and existing trees would remain.

2.9 Related Physical Improvements

New asphalt and new striping would be installed on Broadway between 4th and 5th Avenues and between 11th Avenue and Park Boulevard. The existing Broadway median on these blocks would be reduced by about four feet from two double-yellow lines to a single double-yellow line. Eastbound and westbound Broadway would consist of 13-foot outside travel lanes and 11-foot inside travel lanes. The entire asphalt pavement section within these blocks of Broadway would be removed and replaced with new asphalt. The median and travel lanes on Broadway would be restriped from Park Boulevard to 3rd Avenue. Traffic volume capacity along Broadway would remain the same as the existing condition. Re-striping also would occur on Broadway just east of Park Boulevard, resulting in the removal of three existing on-street metered parking spaces.

New asphalt and new striping also would be installed adjacent to the station improvements on Kettner Boulevard and India Street. Conduit would be installed underground from Broadway to C Street along 1st and 5th Avenues. A new right turn lane would be striped on westbound Broadway at 1st Avenue.

2.10 Construction

Construction is anticipated to last approximately one year, beginning in April 2014 and ending in April 2015. The stations and related improvements would be constructed in phases. Construction of each station would have an approximate duration of up to six months. Demolition work, the noisiest and most disruptive activities associated with project construction, would occur over about four phases: utilities, curb construction, pavement construction, construction behind the curb and gutter. Demolition would occur one or two days at a time, for a total of up to 12 days at each station. The 12 days would be spread out over the approximately six month period for each station.

Construction would be conducted during daytime hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday where feasible. However, because the project would be located in a high-traffic area of downtown San Diego, asphalt removal and repaving would be performed up to 24 hours per day during one weekend at each station to avoid traffic disruptions during weekday peak periods. Other construction activities requiring lane closures would also occur on weekends and evenings to avoid traffic impacts. Weekends and evenings are defined as Friday 10:00 PM to Monday 6:00 AM and between 10:00 PM and 6:00 AM during the week.

Temporary access during construction would be required on private property located outside the public right-of-way at Smart Corner, America Plaza, and Santa Fe Depot for proposed improvements. Permanent physical changes would not occur on any private property.

The environmental impact analysis of this MND conservatively assumes that construction of all phases would occur simultaneously. In the event that construction occurs in separate phases, which is expected, the environmental impacts identified in this analysis would be less than described herein. For example, air pollutant emissions would be lower if construction is phased because there would be less equipment use, vehicle operation, and ground disturbance at any given time. Other environmental impacts, such as noise levels, would not be substantially affected by construction phasing because noise impacts are location-specific.

3.0 SANDAG Discretionary Actions

- Adopt the Final Initial Study/Mitigated Negative Declaration for the proposed project.
- Direct staff to proceed with final design and construction.

4.0 Other Agency Permits and Approvals

SANDAG would obtain the following permits prior to construction of the proposed project:

- National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit No. 2009-009-DWQ) from State Water Resources Control Board.
- Right of Entry Permit from Metropolitan Transit System.
- Construction Noise Permit from City of San Diego.
- Traffic Control Plan from City of San Diego.
- Concurrence from California Coastal Commission that a coastal development permit is not required for the portion of the proposed project within the Coastal Zone.

5.0 Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this project, involving at least one impact this is a "Less than Significant Impact With Mitigation Incorporated." The other environmental factors would involve impacts that are "Less Than Significant" or "No Impact." Please see the initial study checklist (Section 7.0) for supporting information.

☐ Aesthetics	☐ Agriculture and Forestry	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☒ Mandatory Findings of Significance

6.0 Determination

On the basis of the initial evaluation that follows:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:	**Date:**
	9-11-13
Rob Rundle, Principal Regional Planner	**For: SANDAG**

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7.0 CEQA Initial Study Checklist

This Initial Study checklist identified potentially significant cultural resources effects for the proposed project. The implementation of mitigation measure CULTURAL-1 identified in this MND and Initial Study checklist would ensure potentially significant cultural resources effects remain below a level of significance. All other environmental impacts would be less than significant or no impact would occur. The following significance thresholds for each environmental issue are from Appendix G of the CEQA Guidelines.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.1 AESTHETICS. Would the proposed project:				
(a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The project area consists of a paved network of grid streets, sidewalks, ornamental street trees, street lights, transit stops and transit amenities adjacent to fully developed blocks. The project location is a highly urbanized area of Downtown San Diego consisting of low-, mid-, and high-rise buildings, a variety of commercial, residential, and institutional/governmental land uses, and surface parking lots. The project area features levels of pedestrian and vehicular traffic typical of a highly urbanized downtown, including passenger cars and trucks, taxis, buses, and medium- and heavy-duty trucks.

The project area lacks natural scenic resources like natural landforms, waterways and open space typically found in less developed areas. San Diego Bay and Point Loma occur just outside of the project area and can be seen from public spaces in the project area. The Downtown Community Plan identifies goals and policies to protect views of San Diego Bay along Broadway from Park Boulevard to Harbor Drive.[1]

A. Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The portion of Broadway within the project area (Park Boulevard to Kettner Boulevard) is part of a view corridor designated for protection in the Downtown Community Plan. Existing features of the Broadway view corridor include mature street trees, streetlights, bus shelters, bus amenities (e.g., schedule displays, signage). The proposed project would replace some of these existing features with new features (e.g., street trees would be replaced, new bus shelters would replace existing shelters) and install similar features adjacent to the existing

[1] Civic San Diego (formerly Centre City Development Corporation). Downtown Community Plan. 2006. Chapter 5, Urban Design. Available at: http://civicsd.com/planning/regulatory-documents.html

features (e.g., new pylons would be installed on blocks with existing trees and streetlights). The presence of vehicles and equipment during construction could result in minor view obstructions, but the presence of vehicles and equipment in any one location would be brief. As a result, existing views of San Diego Bay along Broadway would remain substantially the same with implementation of the proposed project. This is a less than significant impact.

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The proposed project is not located within a state scenic highway.[2] Therefore, no impact to scenic resources within a state scenic highway could occur as a result of the proposed project. No impact would occur.

C. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. The project area has the character of an existing highly urbanized, developed area. Features include paved streets and sidewalks, developed blocks, and ancillary features such as bus shelters, bus amenities (pylons, electronic message boards), streetlights, and street trees. The presence of construction vehicles, equipment, and activities would be temporary and would not substantially degrade existing visual character or quality. Permanent features of the proposed project, such as new bus shelters, pylons, wider sidewalks, new pavement, and new street trees, would be consistent with the existing character of the area. (see **Figures 2-2** through **2-6**). In fact, one purpose of the proposed project is long-term improvement of the visual character and quality of the project area. There is no evidence that over the long-term the proposed project could substantially degrade the visual character or quality of the area or its surroundings. This is a less than significant impact.

D. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. There is a substantial amount of nighttime light in the project area, typical of a highly urbanized, developed area. Existing sources of light in the project area include but are not limited to streetlights, traffic lights, interior and exterior building lighting, electronic signs, and vehicle headlights. The proposed project includes relocation of existing streetlights and installation of new lighting associated with bus shelters and pylons. Illumination of new bus shelters and pylons would be at a level necessary to provide passenger security and safety and pylon visibility during nighttime. In the context of substantial existing sources of light in the project area, the minimal sources of new lighting associated with the proposed project would not be considered substantial, and no nighttime views would be adversely affected. The proposed project does not include features that would create a new source of substantial glare that could adversely affect day or nighttime views. This is a less than significant impact.

[2] California State Scenic Highway Program. Available at: http://www.dot.ca.gov/hq/LandArch/scenic_highways/scenic_hwy.htm

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.2 AGRICULTURE AND FORESTRY RESOURCES. Would the proposed project:				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
(c) Conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
(d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-forest use?	☐	☐	☐	☒

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The project area and its vicinity are completely void of active farmland, agricultural uses, land that could potentially be used for farming or agriculture, forest land, and timberland.[3] There is no potential for the proposed project to convert any state designated farmland to non-agricultural use. No impact would occur.

B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. See 7.2(a). There is no potential for the proposed project to conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

C. Conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?

No Impact. See 7.2(a). There is no potential for the proposed project to conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

D. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See 7.2(a). There is no potential for the proposed project to result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

E. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. See 7.2(a). There is no potential for the proposed project to result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

[3] California Department of Conservation, Division of Land Resource Protection, Farmland Mapping & Monitoring Program. Available at: http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.3 AIR QUALITY. Would the proposed project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
(d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
(e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The climate of San Diego County is characterized by warm, dry summers and mild winters, and is dominated by a semi-permanent high-pressure cell located over the Pacific Ocean. The normal daily maximum temperature is 76.1°F in August, and the normal daily minimum temperature is 48.9°F in December. Normal precipitation in San Diego is 9.03 inches annually and occurs primarily from December through March. The annual mean wind speed is 6.0 miles per hour.

Federal Clean Air Act

The Federal Clean Air Act (United States Code [U.S.C.], Title 42, Chapter 85), last amended in 1990, requires the U.S. Environmental Protection Agency to set National Ambient Air Quality Standards ("National Standards") (40 Code of Federal Regulations part 50) for air pollutants considered harmful to public health and the environment. The Federal Clean Air Act identifies two types of standards for air pollutants: primary standards, which provide public health protection for sensitive populations such as people with asthma, children, and the elderly; and secondary standards, which protect public welfare such as visibility, animals, crops, vegetation, and buildings.

Areas of the country where air pollution levels persistently exceed the National Standards may be designated as nonattainment. The U.S. Environmental Protection Agency has set National Standards for six air pollutants (referred to as "criteria pollutants").

California Clean Air Act

The California Air Resources Board (CARB) has developed the California Ambient Air Quality Standards (California Standards). In the past, the California Standards were set at levels "not to be equaled or exceeded." During a review of state regulations in 1982 pursuant to Assembly Bill 1111, the CARB changed the basis for determining a violation of a state standard to an "exceed only" policy. This change has been implemented for the California Standards for ozone (O_3), carbon monoxide (CO) (except for the eight-hour standard for the Lake Tahoe Air Basin), nitrous dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM_{10}). The remaining standards are not to be equaled or exceeded.

San Diego Air Pollution Control District

The San Diego Air Pollution Control District (SDAPCD) has jurisdiction over air quality programs in San Diego County. The SDAPCD regulates air pollutant sources, except for motor vehicles, marine vessels, aircraft, and agricultural equipment, which are regulated by the California Air Resources Board or the Environmental Protection Agency (EPA). The SDAPCD, along with CARB, maintains and operates ambient air quality monitoring stations at locations throughout San Diego County. Criteria air pollutants and their attainment status in the San Diego Air Basin under California and National air quality standards are listed in **Table 7.3-1**.

Table 7.3-1
San Diego Air Basin Air Quality Standards Attainment Status

Pollutant		Attainment Status	
		California Standards	National Standards
Carbon Monoxide (CO)		Attainment	Unclassified/Attainment
Lead (Pb)		Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO_2)		Attainment	Unclassified/Attainment
Ozone (O_3)		Nonattainment	Nonattainment
Particle Pollution	$PM_{2.5}$	Nonattainment	Unclassified/Attainment
	PM_{10}	Nonattainment	Unclassified
Sulfur Dioxide (SO_2)		Attainment	Attainment
Sulfates		Attainment	n/a
Hydrogen Sulfide		Unclassified	n/a
Visibility Reducing Particles		Unclassified	n/a

Source: California Air Resources Board. Available at: http://www.arb.ca.gov/desig/adm/adm.htm

As shown in the table, the San Diego Air Basin is designated as a federal nonattainment area for O_3 by the U.S. Environmental Protection Agency (EPA). The San Diego Air Basin is designated as a state nonattainment area for O_3, $PM_{2.5}$, and PM_{10} standards.

A. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. Each air basin is required to develop its own strategies to achieve both state and federal air quality standards. The SDAPCD developed the *2009 Regional Air Quality Strategy (RAQS) Revision* for the San Diego Air Basin.[4] The RAQS is the applicable air quality plan for the San Diego region. The two pollutants addressed in the RAQS are volatile organic compounds (VOC) and oxides of nitrogen (NOx), which are precursors to the formation of ozone. The RAQS identifies feasible emission-control measures and provides expeditious progress toward attaining the state ozone standards.

The SDAPCD is responsible for RAQS development and implementation. The RAQS control measures focus on emission sources under the District's authority, specifically stationary emission sources and some area-wide sources. However, the emission inventories and emission projections in the RAQS reflect the impact of all emission sources and all control measures, including those under the jurisdiction of the California Air Resources Board (e.g., on-road motor vehicles, off-road vehicles and equipment, and consumer products) and the U. S. Environmental Protection Agency (EPA) (e.g., aircraft, ships, trains, and pre-empted off-road equipment). State law requires the RAQS, when implemented, to achieve a five percent average annual reduction in countywide emissions of ozone precursors or, if that is not achievable, it must include an expeditious schedule for adopting every feasible emission control measure under air district purview. The RAQS reflects expeditious adoption of feasible control measures, since neither San Diego County nor any nonattainment air district in the State has demonstrated a sustained five percent average annual reduction in ozone precursor emissions.

Neither construction nor operation of the proposed project would conflict with or obstruct ~~with~~ implementation of the expeditious schedule for adopting every feasible control measure under SDAPCD purview. Any feasible emission control measure applicable to equipment or activities associated with construction of the proposed project would be implemented in compliance with the RAQS. Construction activities requiring temporary traffic lane closures would only occur on weekends or between 10:00 p.m. and 6:00 a.m. to avoid potential intersection and roadway segment traffic impacts during peak periods and associated air pollutant emissions.

Operation of the proposed project would not have a noticeable effect on air quality, with the exception of the proposed dedicated right-turn lane that would be striped along westbound Broadway at First Avenue. As described in Section 7.16, the proposed right-turn lane would reduce traffic congestion at the intersection of Broadway and First Avenue. The reduction in traffic congestion would not cause an increase in air pollutant emissions from on-road vehicles, which are covered by the RAQS. Moreover, the proposed project is intended to increase pedestrian access to rapid bus service, which is identified as a feasible control measure in the RAQS. This impact is considered less than significant.

[4] San Diego Air Pollution Control District. 2009 Regional Air Quality Strategy Revision. Available at: http://www.sdapcd.org/planning/2009-RAQS.pdf

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The following summarizes the result of the Air Quality Impact Analysis Memorandum prepared for the proposed project by Pan Environmental (2011). Detailed information about the air quality analysis is provided in **Appendix A**.

The URBEMIS2007 model was used to estimate daily and annual criteria air pollutant emissions. The estimates conservatively assume all construction activities would occur simultaneously within the same year. Estimated emissions were then compared with the City of San Diego Significance Determination Thresholds for air quality (2011).[5] The City of San Diego applies SDAPCD Regulation II, Rule 20.2, Table 20-2-1, "Air Quality Impact Assessment Trigger Levels" as screening criteria to evaluate air pollutant emissions from stationary sources.[6]

Table 7.3-2 compares estimated daily emissions with the City of San Diego significance determination thresholds for daily emissions.

Table 7.3-2
Daily Criteria Air Pollutant Emissions During Construction Compared to City of San Diego Significance Determination Thresholds

Item	Estimated Daily Air Pollutant Emissions (pounds/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions During Construction	21	167	91	0.07	57	18
City of San Diego Significance Determination Thresholds	**137**	**250**	**550**	**250**	**100**	**100**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Pan Environmental, Inc., Air Quality Impact Analysis Memorandum (July 2011).

Table 7.3-3 compares estimated annual emissions with the City of San Diego significance determination thresholds for annual emissions (see Attachments A and B of **Appendix A** for model output files and emissions calculations).

[5] City of San Diego, Development Services Department. Significance Determination Thresholds. January 2011. Available at: http://www.sandiego.gov/development-services/pdf/news/sdtceqa.pdf
[6] San Diego Air Pollution Control District, Regulation II, Rule 20.2. Available at: http://www.sdapcd.org/rules/Reg2pdf/R20-2.pdf

Table 7.3-3
Annual Criteria Air Pollutant Emissions During Construction Compared to City of San Diego Significance Determination Thresholds

Item	Estimated Annual Air Pollutant Emissions (tons/year)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Annual Emissions During Construction	0.07	0.49	0.28	<0.01	0.14	0.07
Emission Thresholds	**15**	**40**	**100**	**40**	**15**	**15**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Pan Environmental, Inc., Air Quality Impact Analysis Memorandum (July 2011).

As shown in **Tables 7.3-2** and **7.3-3**, the estimated daily and annual criteria air pollutant emissions during construction of the proposed project would be well below City of San Diego Significance Determination Thresholds for air quality. Construction activities requiring temporary traffic lane closures would only occur on weekends or between 10:00 p.m. and 6:00 a.m. to avoid potential intersection and roadway segment traffic impacts during peak periods and associated air pollutant emissions. These results demonstrate that temporary air pollutant emissions generated by construction of the proposed project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Operation of the proposed project would not have a noticeable effect on air quality, with the exception of the proposed dedicated right-turn lane that would be striped along westbound Broadway at First Avenue. As described in Section 7.16, the proposed right-turn lane would reduce traffic congestion at the intersection of Broadway and First Avenue. The reduction in traffic congestion would not cause an increase in air pollutant emissions. Therefore, operation of the proposed project could not violate any air quality standard or contribute substantially to an existing or project air quality violation. This impact is considered less than significant.

C. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. San Diego County is designated as a federal and state nonattainment area O_3 and state nonattainment area for $PM_{2.5}$ and PM_{10}. The O_3 precursors are volatile organic compounds (VOC) and nitrogen oxides (NO_x). As described Section 7.3.B, temporary construction emissions of $PM_{10,}$ $PM_{2.5,}$ and O_3 precursors (VOC and NO_x) would be well below the emission thresholds, even with the conservative assumption of all construction activities occurring simultaneously. Construction activities requiring temporary traffic lane closures would only occur on weekends or between 10:00 p.m. and 6:00 a.m. to avoid potential intersection and roadway segment traffic impacts during peak periods and associated air pollutant emissions.

Operation of the proposed project would not cause an increase in emissions of any criteria pollutant, and the project is intended to help reduce air pollution by increasing pedestrian access to rapid bus service. Therefore, the proposed project would not result in a cumulatively considerable net increase in $PM_{10,}$ $PM_{2.5,}$ or O_3 precursors (VOC and NO_x). This impact is considered less than significant.

D. Would the project expose sensitive receptors to substantial pollutant concentrations?

No Impact. Substantial pollutant concentrations have the potential to occur when projects cause degradation of roadway segment or intersection level of service to E or F. Additional queuing of vehicles can cause localized air pollution levels to exceed human health standards.

Construction activities requiring temporary traffic lane closures would only occur on weekends or between 10:00 p.m. and 6:00 a.m. to avoid potential intersection and roadway segment traffic impacts during peak periods and associated air pollutant emissions. Operation of the proposed project would not have a noticeable effect on air quality, with the exception of the proposed dedicated right-turn lane that would be striped along westbound Broadway at First Avenue. As described in Section 7.16, the proposed right-turn lane would reduce traffic congestion at the intersection of Broadway and First Avenue. The reduction in traffic congestion would not cause an increase in air pollutant emissions. The proposed project does not have the potential to expose sensitive receptors to substantial pollutant concentrations. No impact would occur.

E. Would the project create objectionable odors affecting a substantial number of people?

Less than Significant Impact. Construction of the proposed project may temporarily generate odors, such as odors associated with pouring asphalt, operating diesel equipment, and painting. However, such odors would temporary, and limited to the immediate vicinity of construction activity. As a result, the number of people that could be affected would be minimal. Also, these kinds of odors are commonly associated with construction work in an existing urban area. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people. This impact is considered less than significant.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.4 BIOLOGICAL RESOURCES. Would the proposed project:				
(a) Have a substantial adverse 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 the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
(c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The project area consists of a paved grid streets network, sidewalks, ornamental street trees, street lights, transit stops and transit amenities adjacent to fully developed blocks. The project location is a highly urbanized area of Downtown San Diego consisting of low-, mid-, and high-rise buildings, a variety of commercial, residential, and institutional/governmental land uses, and surface parking lots. The project area features levels of pedestrian and vehicular traffic typical of a highly urbanized downtown, including passenger cars and trucks, taxis, buses, and medium- and heavy-duty trucks.

The project area lacks natural scenic resources like natural landforms, waterways and open space typically found in less developed areas. A site visit was performed on July~~,~~ 20, 2011. With the exception of ornamental landscaping and street trees, the project area is paved and void of vegetation. Common pigeons were observed. There are no wetlands in the project area.

A. Would the project have a substantial adverse 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 the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. Aside from ornamental street trees, there is little to no vegetation within the project area. There is no suitable habitat for threatened and endangered species. The project location is a highly urbanized area of Downtown San Diego consisting of low-, mid-, and high-rise buildings, a variety of commercial, residential, and institutional/governmental land uses, and surface parking lots. The project area completely lacks natural open spaces such as wetlands, riparian areas, water courses, upland habitat, and migratory wildlife corridors. The project area is not subject to the provisions of any adopted or approved local, regional, or state habitat conservation plans.

The street trees throughout the project area could provide suitable nesting habitat for birds. The proposed project would replace existing street trees and plant new street trees in the project area. Most bird species are protected under the federal Migratory Bird Treaty Act (MBTA). SANDAG construction bid specifications require the contractor to comply with all applicable regulatory requirements including the MBTA. Specifically, construction bid specifications will state that when feasible all tree removals shall be performed outside of the breeding season (September through February) to avoid direct impacts to nesting birds. If tree removal outside of the breeding season is not feasible, a preconstruction survey to detect active bird nests shall be conducted. Therefore, implementation of standard procedures for MBTA compliance would ensure that the proposed project would not have a substantially adverse direct or indirect effect on any species protected by a local, state, or Federal law, regulation, policy, or plan. This is a less than significant impact.

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. See 7.4(a). There are no riparian habitats or sensitive natural communities in the project area. No impact would occur.

C. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. See 7.4(a). There are no wetlands or waters in the project area protected by federal, state, or local law or regulation. No impact would occur.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. See 7.4(a). There are no established native resident or migratory wildlife corridors in or in the vicinity of the project area. The proposed project would not substantially interfere with the movement of any native or resident migratory species or their corridors, or impede the use of known native wildlife nursery sites. No impact would occur.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. City of San Diego Council Policy 900-19 establishes four categories of tree protection designations for trees located in public rights-of-way.[7] All public trees within City of San Diego with a trunk diameter of at least eight inches at four feet above the ground surface shall be considered potentially qualifying under the tree protection policy. The proposed project would remove and replace street trees at a 1:1 ratio with the same tree species. Therefore, the proposed project would not conflict with any local policies protecting biological resources, such as the tree preservation policy. No impact would occur.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. See 7.4(a). The project area is not subject to the provisions of any adopted or approved local, regional, or state habitat conservation plans or natural community conservation plans. No impact would occur.

[7] City of San Diego Council Policy No. 900-19, Public Tree Protection. Available at: http://docs.sandiego.gov/councilpolicies/cpd_900-19.pdf

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.5 CULTURAL RESOURCES. Would the proposed project:				
(a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
(d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

Less than Significant Impact. Pursuant to CEQA Guidelines §15064.5(a)[1], a resource listed in or determined to be eligible for the California Register of Historical Resources is considered a historical resource. Resources listed in the National Register of Historic Places are automatically listed in the California Register of Historical Resources (Public Resources Code [PRC] §5024.1(d)[1]). A resource listed in a local register of historical resources also is considered a historical resource unless the preponderance of evidence demonstrates the resource is not historically or culturally significant (§15064.5(a)[2]). The fact that a resource is not listed or determined to be eligible for the California Register of Historical Resources or a local register does not preclude a CEQA lead agency from determining the resource may be a historical resource as defined in the Public Resources Code (§15064.5(a)[4]).

To determine the potential presence of historical resources in the project area, SANDAG commissioned a records and literature search of the California Historical Resources Information System at the South Coastal Information Center at San Diego State University in March 2012 (**Appendix B**). The search area was defined as 100 feet on either side of the following roadway segments: Broadway from 14th Street to west of Kettner Boulevard; Kettner Boulevard from Broadway to Ash Street; India Street from Broadway to Ash Street; and C Street from 10th Avenue to 14th Street.

Table 7.5-1 lists historical resources identified in the search that are located adjacent to the proposed project on blocks where BRT stations are proposed. Other physical improvements related to the proposed project, including installation of underground conduit along 1st and 5th Avenues from Broadway to C Street and a new striping for a right-turn lane on Broadway at 1st Avenue, would occur within the existing public right-of-way and do not have potential to cause a substantial adverse change in the significance of a historical resource.

Table 7.5-1
Historical Resources Located Adjacent to the Proposed Project

National Register of Historic Places[1]	
1050 Kettner Boulevard	Santa Fe Depot
1014 5th Avenue (corner of Broadway and 5th Avenue)	Walker Scott Owl Drug
16 blocks bounded by Broadway, 4th Ave, San Diego & Arizona Eastern Railroad, and 6th Ave	Gaslamp Quarter Historic District
City of San Diego Register of Designated Historical Resources	
102-150 West Broadway	Pickwick Hotel

Source: Cultural Resources Memo, Kimley-Horn and Associates, Inc. May 2013.
Notes:
1. Resources listed in the National Register of Historic Places are automatically listed in the California Register of Historical Resources.

Santa Fe Depot

Santa Fe Depot, located at 1050 Kettner Boulevard between Broadway and B Street, is an historic building listed on the National Register of Historic Places (NRHP). Santa Fe Depot also is listed in the Historic American Buildings Survey (Cal-1965, 1971) and City of San Diego Historical Site Board Register (#56, 1972).[8,9] See **Appendix B** for discussion of the historic characteristics of the Santa Fe Depot.

The proposed project would install a BRT station along the west side of Kettner Boulevard and immediately adjacent to the east side of Santa Fe Depot. While the proposed project would not in any way affect or alter the existing Santa Fe Depot structure, the project would alter the existing sidewalk adjacent to Santa Fe Depot along the west side of Kettner Boulevard.

The area of sidewalk that would be altered by the proposed project consists of historic klinker brick pavers and non-historic pavers. A small area of Spanish-style tile would be protected in place and unaffected by the project. The relatively newer, non-historic pavers located adjacent to the Santa Fe Depot would be replaced as part of the proposed project.

[8] Library of Congress, Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey. Available at: http://www.loc.gov/pictures/collection/hh/
[9] California Historical Resources Inventory Database, City of San Diego. Available at: http://sandiego.cfwebtools.com/

The approximately 700 square feet of historic klinker brick pavers located adjacent to the Santa Fe Depot plaza could be considered historic elements of the Santa Fe Depot. The historic linker brick pavers would be refurbished and reinstalled at the Kettner Boulevard entrance to the Santa Fe Depot as part of the proposed project. The historic klinker brick pavers would be reinstalled in a herringbone pattern found elsewhere at the Santa Fe Depot property and consistent with the Santa Fe Depot period of development. Running bond pattern also would be used to match existing brick pattern along the sidewalk and Santa Fe Depot Forecourt.

As described in detail in **Appendix B**, the proposal to refurbish and reinstall the historic klinker brick pavers would be consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Pursuant to the CEQA Guidelines, projects impacts on a historical resource shall generally be considered less than significant when they are consistent with the Secretary of the Interior's Standards (§15126.4(b)[1]). Therefore, the proposed project would not cause a substantial adverse change in the significance of Santa Fe Depot. The impact would be less than significant.

Walker Scott Owl Drug

Walker Scott Owl Drug, located at the corner of Broadway and 5th Avenue, is an historic building listed on the NRHP. The proposed project would install a BRT station along both sides of Broadway between 4th and 5th Avenues, including the sidewalk immediately adjacent to Walker Scott Owl Drug. However, the proposed project would not in any way affect or alter the existing Walker Scott Owl Drug structure. As a result, the proposed project would not cause a substantial adverse change in the significance of the Walker Scott Owl Drug building. No impact would occur.

Gaslamp Quarter Historic District

The Gaslamp Quarter Historic District comprises 16 blocks in downtown San Diego and is listed on the NRHP. The northern limit of this historic district is Broadway and extends south to the San Diego Trolley tracks (San Diego & Arizona Eastern Railroad). The portion of the proposed project along both sides of Broadway between 4th and 5th avenues is located within the boundaries of the Gaslamp Quarter Historic District (see **Appendix B** for a figure depicting the portion of the proposed project within the boundaries of the historic district).

In general, the district is listed on the NRHP for the architecture of the area, which consists of structures erected during a thirty year period from 1880 to 1910. The Gaslamp Quarter is described as having an array of visual characteristics, representing historic elements as well as more recent improvements not in keeping with the area's historic character. For a more detailed description of the Gaslamp Quarter Historic District, refer to **Appendix B**.

The proposed project would be conducted within the sidewalk on the north and south sides of Broadway and within the public street right-of-way. The proposed project would not in any way affect or alter any of the existing structures that comprise the historic district. Elements of historical or unique value would remain, including the existing Gaslamp District streetlight and pavement treatments at building door insets. These elements would be protected in place and preserved as part of the proposed project.

Sidewalk brick pavers along the north and south sides of Broadway would be replaced and patterned similar to the existing condition. The project would utilize materials, features, finishes, and construction techniques existing elsewhere within the historic district. While brick pavers would be removed from the sidewalk, they would be replaced using similar colored bricks and matching pattern. Presently, black brick pavers laid in a single soldier course outline red bricks patterned in a herring bone configuration. An additional double soldier course pattern of black bricks creates sections along the sidewalk. These patterns would be incorporated into the final design of the proposed project.

As described in detail in **Appendix B**, the proposed improvements within the boundaries of the Gaslamp Quarter Historic District would be consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Pursuant to the CEQA Guidelines, a project's impacts on a historical resource shall generally be considered less than significant when they are consistent with the Secretary of the Interior's Standards (§15126.4(b)[1]). Therefore, the proposed project would not cause a substantial adverse change in the significance of the Gaslamp Quarter Historic District. The impact would be less than significant.

Pickwick Hotel

The Pickwick Hotel, located on the north side of Broadway between 1st Avenue and Front Street, is an historic building listed on the City of San Diego Register of Designated Historical Resources. No improvements are proposed on the north side of Broadway between 1st Avenue and Front Street with the exception of an ~~above-ground~~underground communications box on the sidewalk at the northeast corner of Front Street and Broadway and associated underground conduit within Broadway. The proposed project would not in any way affect or alter the existing Pickwick Hotel building. As a result, the proposed project would not cause a substantial adverse change in the significance of the Pickwick Hotel building. No impact would occur.

Abandoned Streetcar Tracks

Past streetcar systems in downtown San Diego included tracks on Broadway and Park Boulevard. A review of as-built drawings indicates that while some sections of the abandoned track have been removed, other sections may still be present below the existing pavement or within the existing median. It is not known with certainty if abandoned tracks are present beneath Park Boulevard or Broadway on the blocks where asphalt removal and replacement are proposed as part of the project. If encountered during construction, the tracks would be removed where needed.

The abandoned tracks are not listed or eligible for listing on the NRHP, California Register of Historical Resources, or the City of San Diego Register of Designated Historical Resources. Outreach conducted by SANDAG with the City of San Diego and local stakeholder groups such as Save Our Heritage Organization did not yield any facts or evidence suggesting that the abandoned tracks could be considered a historical resource under the CEQA Guidelines (§15064.5). As a result, the potential removal of abandoned streetcar tracks that could occur during construction of the proposed project would not cause a substantial adverse change in the significance of a historical resource. No impact would occur.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Less Than Significant Impact with Mitigation Incorporated. Construction of the proposed project would involve below grade disturbance during activities such as removal and replacement of sidewalk and roadway pavement, below ground conduit installation, and installation of bus shelters, pylons, and street trees. The records search and literature review conducted for the proposed project indicates there is a low likelihood of encountering unknown buried resources during construction of the proposed project because the depth of below grade disturbance associated with the proposed project would not be expected to exceed the depth of previous disturbance associated with past construction activities, such as roadway construction and utility installation. As-built construction documents show existing below grade utilities (lateral lines) in the project area. Installation of utilities and other past construction activities would have required excavation of earthen materials and as a result, likely would have removed or destroyed any undiscovered buried resources. However, it is possible that unknown buried archaeological resources are present in the Gaslamp Quarter Historic District and immediately adjacent to the Santa Fe Depot (see **Appendix B**).

In order to for the proposed project to remain consistent with the Secretary of the Interior's Standards, SANDAG would require the implementation of mitigation measure CULTURAL-1 mandating archaeological monitoring of any trenching, excavation, or grading within the boundaries of the Gaslamp Quarter Historic District and within the existing sidewalk along the west side of Kettner Boulevard adjacent to the Santa Fe Depot property. Implementation of mitigation measure CULTURAL-1 would ensure that proposed project would not cause a substantial adverse change in the significance of an archaeological resource. This impact would be less than significant with mitigation incorporated into the proposed project.

C. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The project area is underlain by the Baypoint Formation, which has a high paleontological resource sensitivity. According to the City of San Diego General Plan Final Program EIR, a significant impact may occur if the depth of ground disturbance is 10 feet or more in formations with a high sensitivity rating.[10] The proposed project would not involve ground disturbance at or below a depth of 10 feet. Therefore, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. No impact would occur.

[10] City of San Diego Final Program Environmental Impact Report for the General Plan. Section 3.11 Paleontological Resources. Available at: http://www.sandiego.gov/planning/genplan/pdf/peir/paleontological.pdf

D. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. While there are no known formal cemeteries or recorded burials in the project area, prehistoric burials could have occurred.[11] Nevertheless, there is low potential for encountering human remains during trenching, excavation, or grading associated with the proposed project. In the unlikely event that human remains, including those interred outside of formal cemeteries are discovered, all work in the area of discovery shall cease and the procedures required by state law shall be followed (PRC §5097.98, Health and Safety Code [HSC] §7050.5).

Further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted (HSC §7050.5). If such a discovery occurs, a temporary construction exclusion zone shall be established surrounding the area of the discovery so that the area would be protected, and consultation and treatment would occur as prescribed by law.

If the Coroner recognizes the remains to be Native American, the coroner shall notify the Native American Heritage Commission who will then notify the Most Likely Descendent (PRC §5097.98). If Native American remains are discovered, the remains shall be kept in situ, or in a secure location in close proximity to where they were found, and the analysis of the remains shall only occur on-site in the presence of a Native American monitor. Further provisions of PRC 5097.98 are to be followed as applicable. Compliance with state law would ensure that potential impacts related to disturbance of human remains remain less than significant. This impact is considered less than significant.

Mitigation Measures

Implementation of mitigation measure CULTURAL-1 would ensure that potential impacts to archaeological resources remain less than significant during construction of the proposed project.

CULTURAL-1

SANDAG shall require monitoring of any trenching, excavation, or grading by a qualified archaeologist ("archaeological monitor") at the following locations:

- Within the boundaries of the Gaslamp Quarter Historic District and
- Within the existing sidewalk along the west side of Kettner Boulevard adjacent to the Santa Fe Depot property.

Prior to the start of any trenching, excavation, or grading at the locations specified above, SANDAG shall verify that the requirement for archaeological monitoring is noted on the appropriate construction documents. The archaeological monitor shall be present at all times during any trenching, excavation, or grading at the locations specified above.

[11] Civic San Diego (formerly Centre City Development Corporation). 2006 Final Environmental Impact Report for the Downtown Community Plan, Centre City Planned District Ordinance and 10th Amendment to the Centre City Redevelopment Plan. Chapter 5. Available at: http://www.civicsd.com/planning/environmental-documents.html

In the event of a discovery, the archaeological monitor shall direct the contractor to temporarily divert trenching, excavation, or grading in the area of discovery and immediately notify the construction manager. The archaeological monitor shall immediately notify SANDAG by phone of any discovery, and shall submit written documentation via fax or email to SANDAG within 24 hours of the discovery, with photos of the discovery in context, if feasible.

The archaeological monitor (and Native American representative, if applicable) shall evaluate the significance of the discovery and discuss its significance determination with SANDAG. The archaeological monitor shall notify SANDAG in writing of its significance determination, any additional mitigation requirements if the resource is determined to be significant, and indicate that no further work is required upon completion of any additional mitigation requirements. No additional mitigation requirements shall be performed without written approval from SANDAG. Trenching, excavation, grading, or other activities with the potential to adversely affect a significant discovery shall not resume until all mitigation requirements have been satisfied and SANDAG provides written notice to resume.

If the discovery is not significant, the archaeological monitor shall inform SANDAG in writing of its determination. The archaeological monitor shall also indicate in writing that no further work is required for a discovery that is not significant.

When required, discoveries shall be documented, analyzed, and curated, in compliance with applicable provisions of the City of San Diego Historical Resources Guidelines and the State Office of Historical Preservation Guidelines for the Curation of Archeological Collections.[12,13] If human remains are discovered, all work in the area of discovery shall cease and the procedures required by state law shall be followed (PRC §5097.98, HSC §7050.5).

[12] City of San Diego, Historical Resources Guidelines in the Land Development Manual. Available at: http://www.sandiego.gov/development-services/industry/pdf/landdevmanual/ldmhistorical.pdf

[13] California Resources Agency. Guidelines for the Curation of Archeological Collections. 1993. Available at: http://ohp.parks.ca.gov/pages/1054/files/guide93.pdf

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.6 GEOLOGY AND SOILS. Would the proposed project:				
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☐	☒	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
(iv) Landslides?	☐	☐	☐	☒
(b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
(d) Be located on expansive soil, as defined in Table 18 1B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

A. Would the project expose people or structures to potentially substantial adverse effect, including the risk of loss, injury, or death involving:

(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Less than Significant Impact. The project area includes the following active earthquake faults delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map: the San Diego Fault and the Downtown Graben.[14] The San Diego Fault generally runs north-to-south from approximately Broadway to Island Avenue, between Front Street and Second Avenue. The Downtown Graben is a portion of the Rose Canyon Fault Zone that includes active faults within an approximately 1,000-foot-wide area roughly bounded by C and F Streets between Park Boulevard and 15th Street. No other known faults associated with the Rose Canyon Fault Zone are located in the project area.

The proposed project improvements located along eastbound Broadway between Front Street and First Street could potentially be subject to adverse effects involving rupture of The San Diego Fault. The proposed project improvements along westbound and eastbound Broadway between 11th Avenue and Park Boulevard, and along southbound Park Boulevard between C Street and Broadway, could potentially be subject to adverse effects involving rupture of faults associated with the Downtown Graben.

Construction of the proposed project would conform to applicable seismic safety standards in the California Building Standards Code (California Code of Regulations, Title 24). Conformance with seismic safety standards would ensure that structures built as part of the proposed project, such as bus shelters and pylons, would not be exposed to potentially substantial adverse effects, including risk of loss involving rupture of a known earthquake fault. The proposed project would not increase the number of people in the project area that could be exposed to adverse effects involving rupture of an earthquake fault. Construction of the proposed project, including bus shelters, pylons, wider sidewalks, and replacement of street trees, would not expose people in the project area to potentially substantial adverse effects, including injury or death involving rupture of a known earthquake fault. Therefore, impacts associated with rupture of a known earthquake fault would be less than significant.

(ii) Strong seismic groundshaking?

Less than Significant Impact. The project area, like the entire San Diego region, could potentially be subject to strong seismic groundshaking. Earthquake faults capable of causing strong seismic groundshaking in the project area include the San Clemente fault zone (approximately 60 miles offshore of the project area) and the San Andreas Fault (approximately 100 miles east of the project area).

[14] Civic San Diego (formerly Centre City Development Corporation). 2006 Final Environmental Impact Report for the Downtown Community Plan, Centre City Planned District Ordinance and 10th Amendment to the Centre City Redevelopment Plan. Chapter 5. Available at: http://www.civicsd.com/planning/environmental-documents.html

For additional discussion of earthquake faults of the San Diego region and its vicinity, Alquist-Priolo Fault Zones, historical seismicity in coastal San Diego, and the potential magnitude of earthquakes in downtown San Diego, please refer to the Section 5.7.1.2, Tectonic Setting, of the 2006 Final Environmental Impact Report for the Downtown Community Plan, Centre City Planned District Ordinance and 10th Amendment to the Centre City Redevelopment Plan ("2006 Final EIR").[15] Pursuant to CEQA Guidelines §15150, Section 5.7.1.2 of the 2006 Final EIR is hereby incorporated by reference.

Construction of the proposed project would conform to applicable seismic safety standards in the California Building Standards Code (California Code of Regulations, Title 24). Conformance with seismic safety standards of the California Building Standards Code would ensure that that structures built as part of the proposed project, such as bus shelters and pylons, would not be exposed to potentially substantially adverse effects, including risk of loss involving strong seismic groundshaking. The proposed project would not increase the number of people in the project area that could be exposed to adverse effects involving strong seismic groundshaking. Construction of the proposed project, including bus shelters, pylons, wider sidewalks, and replacement of street trees, would not expose people in the project area to potentially substantial adverse effects, including injury or death involving strong seismic groundshaking. Therefore, impacts associated with strong seismic groundshaking would be less than significant.

(iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is an unstable ground condition in which water-saturated soils change from a solid to semi-liquid state because of a strong groundshaking. The project area is underlain by the Baypoint Formation, a late Pleistocene-age formation that contains marine and non-marine sediments and generally consists of fine- to medium-grained, thinly laminated, moderate- to well-sorted sands, with occasional clayey silts and gravels. This formation is moist to saturated and moderately to non-expansive. Depth to the formation ranges from 0 to 10 feet and thickness is approximately 120 feet.[16] According to the City of San Diego General Plan, the project area has a moderate to high geotechnical risk.[17] Moderate to high geotechnical risk suggests there is potential for seismic-related ground failure, including liquefaction, in the project area.

Construction of the proposed project would conform to applicable seismic safety standards in the California Building Standards Code (California Code of Regulations, Title 24). Conformance with seismic safety standards of the California Building Standards Code would ensure that that structures built as part of the proposed project, such as bus shelters and pylons, would not be exposed to potentially substantially adverse effects, including risk of loss involving seismic-related ground failure, including liquefaction.

[15] Ibid.
[16] Ibid.
[17] City of San Diego General Plan. Public Facilities, Services, and Safety Element. Figure PF-9. Available at: http://www.sandiego.gov/planning/genplan/pdf/generalplan/fullversion.pdf

The proposed project would not increase the number of people in the project area that could be exposed to adverse effects involving seismic-related ground failure, including liquefaction. Construction of the proposed project, including bus shelters, pylons, wider sidewalks, and replacement of street trees, would not expose people in the project area to potentially substantial adverse effects, including injury or death involving seismic-related ground failure, including liquefaction. Therefore, impacts associated with seismic-related ground failure, including liquefaction, would be less than significant.

(iv) Landslides?

No Impact. Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. The project area is predominantly flat and developed with pavement and/or permanent structures. There is no threat or history of landslides in or near the project area. Construction of bus shelters and related amenities would not increase the risk of landslides in the project area. No impacts associated with landslides could occur.

B. Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Soil erosion refers to the process by which soil is removed from an area by action of wind or water. The project area is predominantly flat and developed with pavement and/or permanent structures. Installation of improvements such as bus shelters, wider sidewalks, and replacement of street trees would not increase the potential for soil erosion of loss of topsoil in the project area. Construction activities associated with the proposed project could potentially increase short-term potential for soil erosion.

Prior to constructing the proposed project, SANDAG would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) from the San Diego Regional Water Quality Control Board (RWQCB). The Construction General Permit requires development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall include Best Management Practices the discharger will use to protect storm water runoff, including erosion controls.

SDAPCD Regulation IV, Rule 55, governing fugitive dust control, would require SANDAG to limit the discharge of visible dust emissions during construction and demolition activity.[18] The mandatory preparation and implementation of a SWPPP per the Construction General Permit and mandatory compliance with Rule 55 governing fugitive dust control would ensure that potential soil erosion impacts during construction remain less than significant.

[18] SDAPCD. Regulation IV, Rule 55. Available at: http://www.sdapcd.org/rules/Reg4pdf/R55.pdf

C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than Significant Impact. The project area is predominantly flat and developed with pavement and/or permanent structures. The proposed project would not be located on a geologic unit or soil that unstable (see 7.6(a)(i) to 7.6(a)(iv) for discussion of geotechnical risks associated with earthquakes). Moreover, installation of improvements such as bus shelters, wider sidewalks, and replacement of street trees would not cause the existing geologic units or soils to become unstable and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. This impact would be less than significant.

D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. The proposed project involves the installation of new bus shelters, pylons, replacement of street trees, and wider sidewalks within developed public rights-of-way in a highly urbanized area of Downtown San Diego. Therefore, the proposed project would not create substantial risks to life or property as a result of being located on expansive soil. This impact would be less than significant.

E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would not require the installation or use of septic tanks or any other alternative wastewater disposal system. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.7 GREENHOUSE GAS EMISSIONS. Would the proposed project:				
(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	☐	☐	☒	☐
(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases	☐	☐	☐	☒

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Greenhouse Gas (GHG) emissions were calculated for construction of the proposed project and are included in the Air Quality Impact Analysis Memorandum provided for reference in **Appendix A**.

Less than Significant Impact. The analysis estimated generation of the following greenhouse gas emissions during construction of the proposed project: carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). Greenhouse gas emissions are presented in carbon dioxide equivalent (CO2e), which is a metric used to compare the emissions from various greenhouse gases based on their global warming potential. The CO2e of a gas is determined by multiplying the tons of that gas by its global warming potential. **Table 7.7-1** shows total estimated greenhouse gas emissions during construction of the proposed project.

Table 7.7-1
Greenhouse Gas Emissions During Construction

Item	Estimated Total Greenhouse Gas Emissions					
	CO2 (metric tons/year)	CH4 (metric tons/year)	N2O (metric tons/year)	CH4 (metric tons CO2e/year)	N2O (metric tons CO2e/year)	Total CO2e (metric tons/year)
Total Emissions During Construction	49	<0.01	<0.01	0.08	0.50	50

Source: Pan Environmental, Inc., Air Quality Impact Analysis Memorandum (July 2011).

Total GHG emissions during construction of the proposed project would be approximately 50 metric tons CO2e. According to The World Bank, greenhouse gas emissions per capita in the United States were approximately 17.3 metric tons CO2e per year in 2009.[19] That means total, one-time GHG emissions during construction of the proposed project would be equivalent to the emissions of approximately three Americans for one year. Construction activities requiring temporary traffic lane closures would only occur on weekends or between 10:00 p.m. and 6:00 a.m. to avoid potential intersection and roadway segment traffic impacts during peak periods and associated air pollutant emissions. The level of GHG emissions during construction would not directly or indirectly have a significant impact on the environment.

Operation of the proposed project would not have a noticeable effect on greenhouse gas emissions, with the exception of the proposed dedicated right-turn lane that would be striped along westbound Broadway at First Avenue. As described in Section 7.16, the proposed right-turn lane would reduce traffic congestion at the intersection of Broadway and First Avenue. The reduction in traffic congestion would not cause an increase in greenhouse emissions. Indirect GHG emissions from electricity used for lighting and electronic message boards at the proposed stations would be negligible. Moreover, the proposed project is intended to facilitate pedestrian access to rapid bus services, which are proposed in part to reduce transportation-related GHG emissions in the San Diego region. GHG emissions generated by operation of the proposed project would not directly or indirectly have a significant impact on the environment. This impact is considered less than significant.

While GHG emissions would be generated during construction, operation of the proposed project, such as security lighting and electronic message boards, would generate negligible greenhouse gas emissions over the life of the proposed project. Therefore, the proposed project would not generate greenhouse gas emissions in quantities that would significantly impact the environment. This impact is considered less than significant.

B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact. The SANDAG 2050 Regional Transportation Plan/Sustainable Communities Strategy (2050 RTP/SCS) is the applicable plan for the purpose of reducing the emissions of greenhouse gases from on-road transportation sources in the San Diego region. The 2050 RTP/SCS identifies transportation and land use strategies to achieve per-capita greenhouse gas emissions reductions from on-road transportation sources. According to CARB, implementation of the SANDAG 2050 RTP/SCS would achieve state-established per-capita GHG emission reductions for 2020 and 2035 for the San Diego region. The proposed project would facilitate pedestrian access to rapid bus services, which would help meet the greenhouse gas reduction targets according to the 2050 RTP/SCS. Minimal GHG emissions during construction of the proposed project would not conflict with attainment of the GHG reduction targets that would be met by implementation of the 2050 RTP/SCS. Therefore, the proposed project would not conflict with an applicable plan adopted for the purpose of reducing emissions of greenhouse gases. No impact would occur.

[19] The World Bank. Available at: http://data.worldbank.org/country/united-states

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.8 HAZARDS AND HAZARDOUS MATERIALS. Would the proposed project:				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
(h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

A. Would the project create a significant hazard to the public, or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. While operation of the proposed project would not involve the routine transport, use, or disposal of hazardous materials, construction of the proposed project could. Federal, state, and local laws, regulations, and regulatory agencies govern the routine transport, use, or disposal of hazardous materials. For example, the Federal Resources Conservation and Recovery Act and California Hazardous Waste Control Law establish mandatory regulatory systems for the transportation, storage, and disposal of hazardous wastes. The California Highway Patrol and California Department of Transportation regulated intra-state transport of hazardous materials. The County of San Diego Department of Environmental Health supervises and coordinates remediation and clean-up of most contaminated sites. The California Division of Occupational Safety and Health Administration and the Federal Occupational Safety and Health Administration enforce laws protecting workers from hazardous materials. Moreover, the San Diego Fire Code regulates the storage of hazardous materials (City of San Diego Municipal Code Sections 55.0101 – 57.9201).

Mandatory compliance by SANDAG with existing laws and requirements of regulatory agencies governing hazardous materials would ensure that construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. This is a less than significant impact.

B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. See 7.8(a). Mandatory compliance by SANDAG with existing laws and requirements of regulatory agencies governing hazardous materials would ensure that construction of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. This is a less than significant impact.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no existing or proposed schools located within one-quarter mile of the proposed project. No impact would occur.

D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. The proposed project would be located within public rights-of-way along the following roadways: Broadway, Park Boulevard, 11th Avenue, 1st Avenue, 5th Avenue, C Street, India Street, and Kettner Boulevard. None of these roadways are included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. Therefore, no impact would occur.

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project is not located within an airport land use plan. Therefore, the proposed project would not create a safety hazard for people working or residing near the project area. No impact would occur.

F. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The proposed project is not located in the vicinity of a private airstrip. Thus, the proposed project would not create a safety hazard for people working or residing in the project area. No impact would occur.

G. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The installation of physical improvements such as bus shelters, pylons, and wider sidewalks would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. While construction of the proposed project would likely involve temporary lane closures, all roadways in the project area would remain open throughout construction. No impact would occur.

H. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The proposed project would be located in a highly urbanized area of downtown San Diego. The entire project area is surrounding by land developed with pavement and/or structures. There are no wildlands or other lands on which wildland fires could occur either in or near the project area. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.9 HYDROLOGY AND WATER QUALITY. Would the proposed project:				
(a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
(e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
(f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
(i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
(j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

A. Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Section 303d of the Federal Clean Water Act requires states to identify and make a list of water bodies that are polluted. This list is referred to as the, "Clean Water Act Section 303(d) List of Water Quality Limited Segments." The City of San Diego storm water conveyance system collects runoff in the project area, and then discharges that water into San Diego Bay, which is identified as a polluted water body on the 303d list.

In general, construction activities associated with the proposed project, such as concrete and asphalt cutting and removal, and excavation for street trees and underground conduit, have the potential to adversely affect water quality. To avoid and reduce these potential adverse effects, the State Water Resources Control Board (SWRCB) requires projects disturbing one or more acres of soil to obtain coverage under the Construction General Permit.[20]

[20] Order No. 2009-0009-DWQ General Permit for Dischargers of Storm Water Associated with Construction Activity. Effective July 1, 2010. Available at: http://www.swrcb.ca.gov/water_issues/programs/stormwater/construction.shtml

The Construction General Permit requires implementation of a Storm Water Pollution Prevention Plan (SWPPP), which, among other requirements, must list Best Management Practices that will be used to protect storm water runoff during construction. Because construction would ~~obtain~~ occur on more than one acre of land, SANDAG would obtain coverage under the Construction General Permit prior to start of construction of the proposed project. Implementation of the SWPPP would ensure that construction of the proposed project would not violate any water quality standards or waste discharge requirements. This impact is considered less than significant.

In May 2013 the San Diego Regional Water Quality Control Board (RWQCB) approved a permit designed to prevent pollutants such as trash, metals, bacteria, chemicals, and pesticides from being washed into storm drains and into creeks, rivers, the ocean and water bodies like San Diego Bay. The Regional Municipal Separate Storm Sewer System Storm Water NPDES Permit ("Regional MS4 Permit")[21] requires cities and other co-permittees to develop plans to reduce pollutants in storm water, prevent non-storm water discharges, monitor the results, and take corrective action when goals of the plan are not met. SANDAG is not subject to the Regional MS4 Permit. The City of San Diego has jurisdiction over implementation of the Regional MS4 Permit in the project area of the proposed Downtown San Diego BRT Stations project. No features of the proposed project have the potential to conflict with or impede implementation a plan prepared by the City of San Diego to meet its requirements under the Regional MS4 Permit. The proposed project features, such as new bus shelters, pylons, wider sidewalks, and street trees would not increase the amount of pollutants in storm water entering the storm drain system and eventually discharging into San Diego Bay. New irrigation lines (tree bubblers) installed as part of the proposed project would not generate non-storm water discharges that would leave the project site and transport pollutants into the storm drain system. Replacement of existing slotted storm drains with trench drains would help keep large debris from entering the storm drain system. Therefore, operation of the proposed project does not have the potential to violate any water quality standards or waste discharge requirements. This impact is considered less than significant.

B. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less than Significant Impact. The proposed project would use potable water from the City of San Diego for irrigation of street trees. Groundwater supplies would not be substantially depleted as a result of the proposed project.

[21] Order No. R9-2013-0001, NPDES No. CAS0109266, National Pollutant Discharge Elimination System (NPDES) Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining Watersheds within the San Diego Region. Adopted May 8, 2013. Available at: http://www.waterboards.ca.gov/rwqcb9/water_issues/programs/stormwater/index.shtml

Groundwater recharge would not be substantially interfered with because the amount of impervious surface in the project area would not substantially increase as a result of the proposed project. Maximum depth of excavation associated with construction of the proposed project would be four feet below grade. Groundwater is not expected to be present at this depth in the project area. However, in the unlikely event groundwater is encountered during construction, SANDAG would expect to obtain a waiver from waste discharge requirements from the San Diego RWQCB for construction dewatering discharge to surface waters under Conditional Waiver No. 2 – "Low Threat" Discharges to Land.[22] If unable to comply with the waiver conditions, SANDAG would file a Report of Waste Discharge with the San Diego RWQCB. This is a less than significant impact.

C. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact. The existing project area is generally flat and paved with concrete and asphalt. Storm water and non-storm water drain to the existing storm drain system. These existing characteristics of the area would not substantially change as a result of the proposed project; they would essentially stay the same. As a result, there is no potential for the proposed project to substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site. No impact would occur.

D. Would the project substantially alter the existing drainage pattern of the site, or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. The existing project area is generally flat and paved with concrete and asphalt. Storm water and non-storm water drain to the existing storm drain system. These existing characteristics of the area would not substantially change as a result of the proposed project; they would essentially stay the same. As a result, there is no potential for the proposed project to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. No impact would occur.

E. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact. The existing project area is generally flat and paved with concrete and asphalt. Storm water and non-storm water drain to the existing storm drain system. These existing characteristics of the area would not substantially change as a result of the proposed project; they would essentially stay the same. As a result, there is no potential for the proposed project to create or contribute runoff water which would exceed the capacity of existing storm water drainage system, or provide substantial additional sources of polluted runoff. No impact would occur.

[22] San Diego Regional Water Quality Control Board. Conditional Waiver No. 2. Available at: http://www.waterboards.ca.gov/rwqcb9/board_decisions/waivers/docs/Conditional_Waiver_2.pdf

F. Would the project otherwise substantially degrade water quality?

No Impact. As described above, compliance with permit requirements during construction would ensure that any potential water quality impacts remain less than significant. Operation of the proposed project does not involve features with the potential to substantially degrade water quality. There is substantial evidence that the project would otherwise substantially degrade water quality. No impact would occur.

G. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not involve housing, and is not located within a special flood hazard area (an area located within the 100-year floodplain) according to the FEMA Flood Insurance Rate Maps[23]. No impact would occur.

H. Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The proposed project is not located within a special flood hazard area according to the FEMA Flood Insurance Rate Maps. No impact would occur.

I. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. No levees or dams are located in proximity to the project area. The nearest dam is the Chollas Reservoir located approximately six miles to the northeast. As identified in the San Diego County Floodplain Management Plan and San Diego County Multi-Jurisdiction Hazard Mitigation Plan, the proposed project site is not located within a dam failure inundation area.[24,25] No impact would occur.

J. Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. A tsunami is a rapidly moving wave or series of waves caused by earthquakes or undersea landslides. Given its location along the Pacific Ocean coastline, portions of the City of San Diego could potentially be struck or impacted by a tsunami. The proposed project would not be located in an area subject to inundation during a tsunami according to the San Diego County Tsunami Inundation Maps prepared by the California Geological Survey and California Emergency Management Agency.[26]

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[23] FEMA Map Service Center. Available at: https://msc.fema.gov/webapp/wcs/stores/servlet/FemaWelcomeView?storeId=10001&catalogId=10001&langId=-1

[24] County of San Diego. Floodplain Management Plan. 2007. Available at: http://www.sdcounty.ca.gov/dpw/floodcontrol/floodcontrolpdf/floodplainmanagementplan.pdf

[25] County of San Diego. Multi-jurisdictional Hazard Mitigation Plan. Available at: http://www.co.san-diego.ca.us/oes/emergency_management/oes_jl_mitplan.html

[26] Official Statewide Tsunami Inundation Maps. Available at: http://www.quake.ca.gov/gmaps/WH/tsunamimaps.htm

Seiches are oscillating waves in enclosed or partially enclosed bodies of water (e.g., lakes, bays, or gulfs) for varying lengths of time as a result of seismic or atmospheric disturbances. San Diego Bay does not pose a seiche hazard. The project area is not located on or immediately adjacent to hillside areas that may present mudflow hazards. Implementation of the proposed project would not expose people or structures to the risk of significant loss, injury, or death involving flooding, as a result of seiche, tsunami, or mudflow. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.10 LAND USE AND PLANNING. Would the proposed project:				
(a) Physically divide an established community?	☐	☐	☐	☒
(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

A. Would the project physically divide an established community?

No Impact. The proposed project would install features such as bus shelters, pylons, street trees, and wider sidewalks on existing streets in Downtown San Diego. The purpose of the project is to improve pedestrian access to rapid bus services. The project would not physically divide an established community. No impact would occur.

B. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The Downtown Community Plan and Centre City Planned District Ordinance govern land use and zoning in the project area. The proposed project would install features such as bus shelters, pylons, street trees and wider sidewalks to improve pedestrian access to rapid bus services. No features of the proposed project would conflict with any policies or regulations of the Downtown Community Plan or Centre City Planned District Ordinance that were adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project is consistent with the designation of Broadway as a "Boulevard" in the Downtown Community Plan.[27] By improving pedestrian access to rapid bus services, the proposed project would be consistent with the SANDAG 2050 RTP/SCS, which identifies policies and transportation projects that would reduce air pollution and greenhouse gas emissions.

[27] Civic San Diego (formerly Centre City Development Corporation). Downtown Community Plan. 2006. Chapter 7. Available at: http://civicsd.com/planning/regulatory-documents.html

SANDAG would request concurrence from the California Coastal Commission that a coastal development permit is not required for the portion of the proposed project within the Coastal Zone (Kettner Boulevard travel lanes and southbound sidewalk) pursuant to the Coastal Act (§30610). The Coastal Act provides that construction activities that include, or are comparable to, repair and maintenance of existing roads, including landscaping, lighting, signing, resurfacing, and other comparable development within the existing right-of-way do not require a coastal development permit.[28] No impact would occur.

C. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The proposed project is not located within or adjacent to the City of San Diego Multi-Habitat Planning Area (MHPA), which is the City's planned habitat preserve within the Multiple Species Conservation Program (MSCP) subarea. Therefore, there is no potential for a conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.

[28] California Coastal Commission. Repair, Maintenance and Utility Hook-up Exclusions from Permit Requirements. Available at: http://www.coastal.ca.gov/legal/rmu-exclusions.pdf

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.11 MINERAL RESOURCES. Would the proposed project:				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The proposed project would not be located within or adjacent to an area identified as having significant aggregate or mineral resources. The proposed project could not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. No impact would occur.

B. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The proposed project would not be located within or adjacent to a locally important mineral resource recovery site. The proposed project could not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.12 NOISE AND VIBRATION. Would the proposed project:				
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

This section summarizes the results of the Noise and Vibration Analysis Report prepared for the proposed project (**Appendix C)**.

A. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. Established standards to evaluate the exposure of persons to and the generation of noise levels include the construction noise provisions of the City of San Diego Municipal Code and the Federal Transit Administration (FTA) manual on *Transit Noise and Vibration Impact Assessment* (2006) ("FTA manual"). While the standards of the FTA manual are useful to evaluate the potential for a significant noise or vibration effect on the environment, they are not applicable requirements with which SANDAG is obligated to comply with by law. Chapter 12 of the FTA Manual provides guidance for addressing noise and vibration impacts during construction of transit projects.

The City of San Diego Municipal Code states that disturbing, excessive, or offensive construction noise is unlawful between 7:00 p.m. of any day and 7:00 a.m. of the following day, on Sundays, and on specified legal holidays unless a permit is granted beforehand by the Noise Abatement and Control Administrator (§59.7.404[a]). Construction activity is considered unlawful if it causes an average sound level greater than 75 dB from 7:00 a.m. to 7:00 p.m. at or beyond the property lines of any property zoned residential (§59.7.404[b]). The Noise Abatement and Control Administrator has the authority to issue variances from the City's Noise Abatement and Control requirements (§59.5.0202(b)[3]).

Construction is anticipated to last approximately one year, beginning in April 2014 and ending in April 2015. The stations and related improvements would be constructed in phases. Construction of each station would have an approximate duration of up to six months. A qualitative assessment of construction noise and vibration is warranted for the proposed project pursuant to the FTA manual because of the limited duration of the noisiest construction activities (i.e., demolition).

Demolition work, the noisiest and most disruptive activities associated with project construction, would occur over about four phases: utilities, curb construction, pavement construction, construction behind the curb and gutter. Demolition would occur one or two days at a time, for a conservative total of up to 12 days at each station. The 12 days would be spread out over the approximately six month period for each station. Other construction activities, such installing pavers, bus shelters, pylons, street trees and new roadway paint, while noticeable to the average listener would be relatively quiet and undisruptive compared to the demolition activities (i.e., such activities would not involve use of loud equipment like a jackhammer), and also would have a limited, temporary duration.

Noise levels would vary through the different phases of construction, and at times, noise levels would be expected to exceed the 75 dB sound level limit for construction activity at residentially-zoned property as established in the City of San Diego Municipal Code. Residentially-zoned property is located on the block bounded by Broadway to the south, B Street to the north, Park Boulevard to the east, and 11th Avenue to the west.

Construction would be conducted during daytime hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday where feasible. However, because the project would be located in a high-traffic area of downtown San Diego, asphalt removal and repaving would be performed 24 hours per day during one weekend at each station to avoid traffic disruptions during weekday peak periods. Other construction activities requiring lane closures would also occur on "weekends and evenings" (Friday 10:00 PM to Monday 6:00 AM and between 10:00 PM and 6:00 AM during the week) to avoid traffic impacts.

Construction of the proposed project would temporarily, briefly, and intermittently expose people to the generation of loud noise. Prolonged, frequent exposure (i.e., several days, weeks, or months) to loud, disruptive noise levels would not occur as a result of project construction. Exposure to the loudest noise levels at any one location would be limited to approximately 12 days over an approximately six month period. SANDAG would notify the public of the construction schedule in advance so that people can plan accordingly. Because the exposure would be temporary, brief, and intermittent, it is not considered a significant effect on the environment. Moreover, SANDAG would be required to obtain a construction noise permit from the City of San Diego prior to construction. Construction would proceed in accordance with all conditions required in the noise permit to protect the public interest. This impact is considered less than significant.

B. Would the project result in the exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction activities like blasting and pile-driving produce a level of groundborne vibration with the potential to cause minor cosmetic damage to fragile buildings. The proposed project would not involve any blasting or pile-driving. Other construction activities that would occur do not have the potential to cause even minor cosmetic damage to fragile buildings. Activities associated with demolition work could produce a perceptible level of vibration, and would not produce excessive levels of groundborne noise. However, as described in Section 7.12(a), demolition work at any one location would occur for up to approximately 12 days over an approximately six month period. Overall, construction activities would be temporary, brief, and intermittent. Groundborne vibration generated by construction of the proposed project would not be considered excessive because it would not cause even minor cosmetic damage to fragile buildings, and because potentially perceptible vibration would be temporary, brief, and intermittent. Prolonged, frequent exposure to excessive levels of groundborne vibration would not occur. This impact is considered less than significant.

C. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact. Operation of the proposed project would not have a substantial effect on ambient noise levels. The features of the project, such as bus shelters, pylons, street trees, and tree bubblers, would not generate permanent noise level increases relative to existing background noise in the project area. No impact would occur.

D. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. See Section 7.12(a).

E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not located within the Airport Influence Area established by the airport land use plan for San Diego International Airport, the closest airport to the project site. No impact would occur.

F. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not located within the vicinity of a private airstrip. There is no potential for the proposed project to expose people residing or working in the project area to excessive noise levels generated by a private airstrip. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.13 POPULATION AND HOUSING. Would the proposed project:				
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☐	☒
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

A. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Project does not include the development of new housing, businesses or related infrastructure that would directly induce substantial population growth. The purpose of the Project is to improve pedestrian access to rapid bus services. The rapid bus services, which are independent of the proposed project, are intended to serve planned population and employment growth within Downtown San Diego. The proposed project, which would include features such as bus shelters, pylons, street trees and wider sidewalks, would not indirectly induce substantial population growth in the project area. No impact would occur.

B. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would not remove or otherwise displace housing. Construction of replacement housing would not be necessary. No impact would occur.

C. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would not displace any people. Construction of replacement housing would not be necessary. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.14 PUBLIC SERVICES. Would the proposed project:				
(a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

A.i–A.v Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities?

Fire and Police Protection

No Impact. Fire protection and emergency services within the project area are provided by the City of San Diego Fire Department (SDFD). SDFD operates five fire stations whose service boundaries either wholly or partially include Downtown San Diego. The goal of the SDFD is to maintain a per capita ratio of one firefighter per 1,000 residents.[29]

[29] Civic San Diego (formerly Centre City Development Corporation). 2006 Final Environmental Impact Report for the Downtown Community Plan, Centre City Planned District Ordinance and 10th Amendment to the Centre City Redevelopment Plan. Chapter 5. Available at: http://www.civicsd.com/planning/environmental-documents.html

SDFD also establishes target response times for the first emergency vehicle to arrive on scene. Police services are provided by the City of San Diego Police Department (SDPD) from the Central Division located at 2501 Imperial Avenue in San Diego. Citywide, the goal of the San Diego Police Department is to maintain an officer to population ratio of two officers per 1,000 residents.[30] SDPD also uses average response times to an emergency call to evaluate the level of police protection service being provided.

The proposed project would not increase population in the project area, cause increased traffic congestion on streets in the project area (see Section 7.16), or otherwise interfere with the ability of SDFD or SDPD to maintain acceptable service ratios, meet target response times, or other performance objectives for fire or police protection. Therefore, there would be no need for new or physically altered fire or police protection facilities. No impact would occur. See Section 7.16(e) for discussion of potential impacts of project construction on emergency vehicle access.

Schools

No Impact. The proposed project would not increase or contribute to an increase in the existing student population in the project area. Thus, the construction of new or physically altered schools would not be necessary as a result of the proposed project. No impact would occur.

Parks

No Impact. The proposed project would not increase population or otherwise change demand for park services or impact existing parks within the project area. Thus, the construction of new or physically altered parks would not be necessary as a result of the proposed project. No impact would occur.

Other Public Facilities

No Impact. Development of the proposed project would not increase population or otherwise affect demand for other public facilities, such as libraries, within the project area. Therefore, the construction of new or physically altered public facilities would not be necessary as a result of the proposed project. No impact would occur.

[30] Ibid.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.15 RECREATION. Would the proposed project:				
(a) Increase 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?	☐	☐	☐	☒
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☐	☒

A. Would the project increase 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?

No Impact. The proposed project would not increase population or otherwise increase the use of existing parks or other recreational facilities in the project area. Thus, the proposed project could not result in the substantially physical deterioration of an existing park or other recreational facility. No impact would occur.

B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The proposed project does not include any recreational facilities or require construction or expansion of recreational facilities. As described in Section 7.15.A., the proposed project would not directly or indirectly require the construction or expansion of a recreational facility which might have an adverse physical effect on the environment. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.16 TRANSPORTATION/TRAFFIC. Would the proposed project:				
(a) Would the Project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	☐	☐	☒	☐
(b) Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
(c) Would the Project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
(d) Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
(e) Would the Project result in inadequate emergency access?	☐	☐	☒	☐
(f) Would the Project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

A. Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit.

Less than Significant Impact. The City of San Diego uses intersection level of service (LOS) during the morning (AM) and evening (PM) peak traffic periods to evaluate the performance of the circulation system in Downtown San Diego. An intersection LOS of E or greater is considered acceptable in Downtown San Diego. This section summarizes the results of the Traffic Impact Technical Memorandum prepared for the proposed project (see **Appendix D**), which evaluated the potential for the proposed project to adversely affect intersection LOS during morning and evening peak periods.

The proposed project would include the addition of a dedicated right turn lane on westbound Broadway at First Avenue. No other project features have the potential to adversely affect the circulation system. The traffic analysis evaluated the effect of the proposed right turn lane on intersection LOS during the morning and evening peak periods in three scenarios:

- *2010 Traffic Scenario*

  The 2010 traffic scenario is based on traffic volume counts collected in 2010, the most recent year for which traffic counts are available.

- *2013 Traffic Scenario*

  The 2013 traffic scenario is based on interpolation of the 2010 traffic volume counts and the forecasted traffic volumes for 2030 from the SANDAG Series 12 Traffic Volume Forecast.

- *2030 Traffic Scenario*

  The 2030 traffic scenario is based on forecasted traffic volumes for 2030 from the SANDAG Series 12 Traffic Volume Forecast.

As shown in **Table 7.16-1**, the intersection of Broadway and First Avenue would operate at LOS C or better during peak periods both with and without the proposed project in all three scenarios. Moreover, in each scenario, seconds of delay at the intersection would decrease with implementation of the proposed dedicated right turn lane.

Table 7.16-1
Intersection Level of Service With and Without the Proposed Project at Broadway and First Avenue

Peak Period	Traffic Scenario											
	2010				2013				2030			
	Without Turn Lane		With Turn Lane		Without Turn Lane		With Turn Lane		Without Turn Lane		With Turn Lane	
	Delay[1]	LOS[2]	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
AM	27	C	22	C	30	C	22	C	21	C	18	C
PM	19	B	18	B	20	C	19	B	18	B	17	B

Source: Kimley-Horn & Associates, Traffic Impact Technical Memorandum (May 2012).
Notes:
1. Delay is measures in seconds of delay per vehicle.
2. LOS = level of service.

New striping would be installed on Broadway between 4th and 5th Avenues and between 11th Avenue and Park Boulevard because of the wider sidewalks proposed on these blocks. The existing Broadway median on these blocks takes up four feet in width. The median would be reduced from two double-yellow lines to a single double-yellow line, which would allow for the sidewalks to increase by four feet in width. Eastbound and westbound Broadway would consist of 13-foot outside travel lanes and 11-foot inside travel lanes. The entire asphalt pavement section within these blocks of Broadway would be removed and replaced with new asphalt. Traffic volume capacity along Broadway would remain the same. As a result, there is no potential for the restriping to adversely affect intersection LOS during the morning or evening peak periods. Figure 2-1 shows the other locations where roadway pavement would be replaced as part of the project.

Certain construction activities, such as cutting and removal of asphalt, would require temporary lane closures. Construction activities requiring temporary traffic lane closures would only occur on weekends or between 10:00 p.m. and 6:00 a.m. to avoid potential intersection and roadway segment traffic impacts during peak periods. Complete roadway closures for individual blocks are expected to be required in some cases in order to limit the closures to weekends. A traffic control plan would be prepared prior to construction detailing the plan for detour of vehicular and pedestrian traffic and would include pre-construction notification of San Diego Transit. Traffic trips would be generated temporarily during construction by workers and equipment and material deliveries.

The activities associated with project construction such as installation of bus shelters, pylons and street trees, and cutting, removal, and replacement of asphalt, concrete and pavers, would not require a substantial number of construction workers or delivery vehicles. As a result, temporary lane closures and construction-generated traffic would not adversely affect intersection LOS during morning or evening peak periods.

These construction impacts would be short-term in nature and would not occur after completion of construction activities associated with the proposed project. As is standard practice, traffic control plans would be prepared for construction of the proposed project to provide vehicular signage and pedestrian direction for access control during the construction timeframe. According to traffic control plans, business and pedestrian access will be maintained during construction of the proposed project. Limited ~~land~~lane closures may be required during construction, and as described above, would occur only on weekends. Lane closures would require that vehicles be detoured to nearby streets with the capacity to handle the temporary increase in traffic.

Lastly, the proposed project is intended to increase pedestrian access to rapid bus services. Therefore, the proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit. This impact is considered less than significant.

B. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. As discussed above, the proposed project would not adversely affect traffic circulation within the project area. The proposed project would promote pedestrian access to rapid bus services. ~~– an alternative to~~ Project-related improvements to the Broadway/First Avenue intersection would reduce delay at this intersection in the 2010, 2013, and 2030 scenarios. The proposed project would not conflict with congestion management programs or related operational standards. No impact would occur.

C. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The proposed project would have no impact on air traffic patterns at San Diego International Airport (Lindbergh Field) or any other airport. There is no potential for the proposed project to cause an increase air traffic levels or a change in location that results in substantial safety risks. No impact would occur.

D. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project does not include design features that would substantially increase hazards. The proposed re-striping of Broadway between 4th and 5th Avenues and between 11th Avenue and Park Boulevard would safely align the travel lanes with the adjacent blocks. The proposed dedicated right turn lane on Broadway at First Avenue would decrease delay and improve operations at this intersection. None of the improvements proposed at the BRT stations would result in a hazard due to an incompatible use. New bus shelters, pylons, wider sidewalks, street trees and related project features would be compatible with their surroundings. No impact would occur.

E. Would the project result in inadequate emergency access?

Less than Significant Impact. Certain construction activities, such as cutting and removal of asphalt, would require temporary lane closures. Construction activities requiring temporary traffic lane closures would only occur on weekends or between 10:00 p.m. and 6:00 a.m. to avoid potential intersection and roadway segment traffic impacts during the morning and evening peak periods. Complete roadway closures for individual blocks are expected to be required in order to limit the closures to weekends. A traffic control plan would be prepared prior to construction detailing the plan for detour of vehicular and pedestrian traffic and would include pre-construction notification of the San Diego Police and Fire Departments. As a result, construction would not result in inadequate emergency access. This impact is considered less than significant.

F. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?

No Impact. The purpose of the proposed project is to improve pedestrian access to rapid bus services identified in the 2050 RTP/SCS. It would not affect any bicycle facilities. There is no potential for the proposed project to conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or other decrease the performance or safety of such facilities. As part of the traffic control plan described in Section 7.16.E, San Diego Transit would receive notification of temporary lane closures and detours prior to construction. No impact would occur.

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.17 UTILITIES AND SERVICE SYSTEMS. Would the proposed project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Authority shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☐	☐	☒
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
(g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

A. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project would not generate wastewater. Therefore the proposed project does not have the potential to exceed the wastewater treatment requirements of the San Diego RWQCB. No impact would occur.

B. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. The proposed project would install new irrigation lines and tree bubblers to water street trees that are proposed at three BRT stations. Other proposed BRT stations would either use existing irrigation systems or not have irrigation. The proposed use of tree bubblers to water street trees at the three BRT stations would require minimal use of water from the City of San Diego water system. The minimal amount of water that would be consumed to irrigate street trees would not require or otherwise result in the construction of new water or wastewater treatment facilities or expansion of existing facilities by the City of San Diego or other water provider. Therefore, significant environmental effects associated with such construction could not occur. No impact would occur.

C. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. As described in Section 7.9.E., the existing project area is generally flat and paved with concrete and asphalt. Storm water and non-storm water drain to the existing storm drain system. These existing characteristics of the area would not substantially change as a result of the proposed project; they would essentially stay the same. As a result, there is no potential for the proposed project to create or contribute runoff water which would exceed the capacity of existing storm water drainage system. Because capacity would not be exceeded, construction of new facilities or expansion of existing facilities would not be required. Therefore, significant environmental effects associated with such construction could not occur. The proposed project would replace existing slotted storm drains with trench drains, but environmental effects associated with this replacement would be minimal. No impact would occur.

D. Would the project have sufficient water supplies available from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. As described under Section 7.17.A., water consumption associated with the proposed project would be limited to tree bubblers to irrigate street trees at three proposed stations. Water supplies available from existing entitlements would be sufficient to meet the water demand of the proposed project. New or expanded entitlements would not be needed. No impact would occur.

E. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The proposed project would not generate wastewater. Therefore, no wastewater treatment provider could be affected by the proposed project. No impact would occur.

F. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. Features of the proposed project include placement of trash receptacles at proposed BRT stations. Trash from the receptacles would be collected and disposed of in Miramar Landfill. Trash disposed in the receptacles would be negligible in the context of over 910,000 annual tons of waste disposal in the City of San Diego according to the City Department of Environmental Services.[31] Construction debris would be recycled as practicable or disposed of in a manner that complies with federal, state, and local statutes and regulations. This impact is considered less than significant.

G. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. As described in Section 7.17.F, the proposed project would generate waste during construction and operations would involve collection and disposal of wastes from trash receptacles into Miramar Landfill. The proposed project would not violate any federal, state, or local statutes and regulations related to solid waste. No impact would occur.

[31] City of San Diego Environmental Services Department. Available at: http://www.sandiego.gov/environmental-services/miramar/index.shtml

Environmental Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7.18 MANDATORY FINDINGS OF SIGNIFICANCE. Would the proposed project:				
(a) 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?	☐	☒	☐	☐
(b) Have the potential to achieve short-term environmental goals to the disadvantage of long-term goals?	☐	☐	☐	☒
(c) 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.)	☐	☐	☒	☐
(d) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

A. Does the project have the potential to substantially 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, substantially 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?

Less than Significant Impact With Mitigation Incorporated. The proposed project would occur in a highly developed urban setting in Downtown San Diego. The project area is developed with buildings, structures, and pavement. Vegetation is limited to ornamental landscaping and street trees. As discussed in Section 7.4 Biological Resources, the proposed project does not have the potential to significantly affect any fish or wildlife species, the habitat of any fish or wildlife species, any plant or animal community, or the range of any rare or endangered plant or animal species. As discussed in Section 7.5 Cultural Resources, the proposed project would not adversely affect any of the historic buildings or historic districts located in the project area. However, there is low potential for the presence of archaeological resources in the project area, but SANDAG would require archaeological monitoring (mitigation measure CULTURAL-1) during trenching, excavation, and grading to ensure that the potential for impacts to archaeological resources remains less than significant. Implementation of this mitigation measure would ensure that the proposed project would not eliminate important examples of the major periods of California history or prehistory. This impact is considered less than significant with mitigation incorporated into the proposed project.

B. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term goals?

No Impact. The construction of BRT stations and related physical improvements within Downtown San Diego does not have the potential to conflict with or impede the achievement of any long-term environmental goals. The project is intended to support SANDAG investments in regional rapid bus service as part of the 2050 Regional Transportation Plan and Sustainable Communities Strategy, the long-term environmental goals of which include reduced traffic congestion, improved air quality, and lower greenhouse gas emissions. No impact would occur.

C. 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.)

Less than Significant Impact. As described in this environmental checklist, construction of the proposed project would have temporary and individually limited (i.e., less than significant) impacts to air quality, cultural resources, greenhouse emissions, hydrology and water quality, and noise. These impacts would not be cumulatively considerable for the reasons provided below.

The approximate duration of construction at a proposed BRT station could be up to six months depending on the amount and type of improvements proposed at that station. The largest scale activities during construction of each station, such as demolition of existing asphalt, curb, gutter, and sidewalk, would occur intermittently on up to approximately 12 non-consecutive days during the approximately six month period (individual large scale activities are expected to have a duration of one or two consecutive days, with a total of 12 non-consecutive days during an approximately six month period). All construction would be completed within approximately one year, with different activities taking place at different times at different stations during the approximately one year total duration. As a result, minimal construction equipment use associated with the proposed project would be expected to overlap on any given day during the construction period. Moreover, the largest scale construction activities at each station would occur intermittently, approximately one or two consecutive days at a time. Air pollution generated by the proposed project would be temporary and occur only during the construction phase. Therefore, the incremental air pollution generated at any given time by the proposed project would not, when considered with air pollution generated by other past, present, and reasonably foreseeable future projects, result in a cumulatively considerable impact to air quality. The minimal and temporary greenhouse gas emissions generated during construction would not have a cumulatively considerable impact on climate change.

The requirement for an archaeological monitor during construction at specified locations would ensure that the incremental effects of the project on cultural resources do not have the potential, when considered with the adverse effects to archaeological resources of other past, present, and reasonably foreseeable future projects, to result in cumulatively considerable effects. Mandatory compliance with the Construction General Permit would ensure that temporary hydrology and water quality impacts during construction would not be cumulatively considerable. Noise and vibration impacts are location-specific and there are no known past, current, or reasonably foreseeable projects that would overlap temporally and geographically with the proposed project in a manner that would cause noise or vibration levels to be cumulatively considerable. Traffic level of service at the 1st Avenue/Broadway intersection would improve with the installation of the right turn lane on westbound Broadway that would occur as part of the proposed project. There are no individually limited effects to the other environmental resources evaluated in this Initial Study checklist that have the potential to result in greater cumulatively considerable effects. This is considered a less than significant impact.

D. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. As described throughout this initial study checklist, the proposed project would not directly or indirectly cause substantial adverse effects to human beings. Noise levels during construction would not be considered substantially adverse effects but the noisiest activities would be temporary, brief, and intermittent. Prolonged, frequent exposure to high noise levels would not occur. Air pollutants generated during construction of the proposed project would not occur at concentrations that would cause substantial adverse effects to human beings. This impact is considered less than significant.