Final Environmental Impact Report (EIR)

for

Correia Middle School Sports Complex Project

SCH #2013051030

Prepared for:

San Diego Unified School District

Prepared by:

BRG Consulting, Inc.

September 2015

Final Environmental Impact Report

for the proposed

Correia Middle School Sports Complex Project

SCH #2013051030

prepared for the

San Diego Unified
SCHOOL DISTRICT

Facilities Planning and Construction
Physical Plant Operations Annex
4860 Ruffner Street
San Diego, CA 92111-1522

September 2015

prepared by

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304 Ivy Street
San Diego, CA 92101
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List of Technical Appendices

A. Notice of Preparation
Prepared by BRG Consulting, Inc.
May 10, 2013

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List of Technical Appendices

(The following are contained on the CD, which is attached to the back of this EIR.)

B1. Draft Preliminary Environmental Assessment Report
Prepared by Ninyo & Moore
April 12, 2006

B2. Operations and Maintenance Plan
Prepared by Ninyo & Moore
November 14, 2014

C. EIR Level Geology and Soils Evaluation
Prepared by Ninyo & Moore
December 1, 2014

D. Water Quality Technical Report
Prepared by Fuscoe Engineering
December 1, 2014

E. Noise Study
Prepared by Ldn Consulting, Inc.
December 1, 2014

F. Lighting Impact Study
Prepared by T&B Planning, Inc.
December 1, 2014

G. Air Quality Assessment
Prepared by Ldn Consulting, Inc.
December 1, 2014

H. Draft Traffic Impact Study
Prepared by LOS Engineering, Inc.
November 28, 2014

I. Greenhouse Gas Assessment
Prepared by Ldn Consulting, Inc.
December 1, 2014

J. Hydrology Study
Prepared by Fuscoe Engineering
December 1, 2014

CORREIA MIDDLE SCHOOL SPORTS COMPLEX PROJECT RESPONSE TO PUBLIC COMMENTS

Introduction

The Draft EIR for the Correia Middle School Sports Complex project was circulated for pubic review and comment for a period of 46 days, from December 5, 2014 to January 19, 2015. During the course of the Draft EIR public review period, 6 written comment letters were received on the Draft EIR. All written comments received on the Draft EIR during the public review period, responses to the comments, and any revisions to the Draft EIR have been incorporated into this Final EIR.

Summary of Revisions Incorporated into the Final EIR

The Final EIR includes the revised Draft EIR, Technical Appendices, copies of each public letter commenting on the Draft EIR and the District's responses thereto.

As a result of some public comments to the Draft EIR, the Final EIR includes minor revisions that are marked in ~~strikeout~~/underline format. No new information has been added to the Draft EIR in the Final EIR that would require recirculation of this Draft EIR pursuant to CEQA Guidelines §15088.5(a). Specifically, no new significant environmental impacts would result from the project or from a new mitigation measure proposed for implementation different from those discussed in the Draft EIR. No feasible project alternatives or mitigation measure considerably different from those analyzed in the Draft EIR have been identified that would clearly lessen any significant impacts of the project. Finally, the EIR includes adequate information for a meaningful public review.

Index of Comments on Draft EIR & Responses

The Draft EIR for the Correia Middle School Sports Complex project was circulated for pubic review and comment for a period of 46 days, from December 5, 2014 to January 19, 2015. The following agencies, organizations, and persons provided written comments on the Draft EIR during public review. A copy of each comment letter along with corresponding responses is included in a "side by side" format to facilitate review. The specific comments and the corresponding responses have each been given an alphanumeric reference.

Letter	Author	Address	Date	Representing	Page No. of Letter
Federal/State Agencies					
A	Scott Morgan Director	1400 Tenth Street P.O. Box 3044 Sacramento, CA 95812	January 21, 2015	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	RTC-1
B	James Peugh	Box 87280 San Diego, CA 92318-7280	January 18, 2015	Friends of Famosa Slough	RTC-3
Residents					
C	Judith A. Swink	2289 Caminito Pasada Unit 106 San Diego, CA 92107	January 18, 2015	Resident	RTC-11
D	John Nelson	2274 Caminito Pescado, #38 San Diego, CA 92107	January 19, 2015	Resident	RTC-16
E	Robb Lane	us4785@sbcglobal.net	January 19. 2015	Resident	RTC-18
F	Diane Lane	Dlane4785@gmail.com	January 19, 2015	Resident	RTC-19

Comment Letter A

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

January 21, 2015

Kathryn Ferrell
San Diego Unified School District
4860 Ruffner Street
San Diego, CA 92111

Subject: Correia Middle School Sports Complex Project
SCH#: 2013051030

Dear Kathryn Ferrell:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on January 20, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. A-1

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

RESPONSE TO COMMENT FROM STATE OF CALIFORNIA, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE AND PLANNING UNIT SIGNED BY SCOTT MORGAN, DIRECTOR, DATED JANUARY 21, 2015 (COMMENT LETTER A)

Response to Comment A-1:
This letter acknowledges that the San Diego Unified School District (District) has complied with the State Clearinghouse public review requirements for the Correia Middle School Sport Complex Project Draft Environmental Impact Report (EIR), pursuant to the California Environmental Quality Act (CEQA).

Comment Letter A (cont'd)

RESPONSE TO COMMENT FROM STATE OF CALIFORNIA, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE AND PLANNING UNIT SIGNED BY SCOTT MORGAN, DIRECTOR, DATED JANUARY 21, 2015 (COMMENT LETTER A) (continued)

Document Details Report
State Clearinghouse Data Base

SCH# 2013051030
Project Title Correia Middle School Sports Complex Project
Lead Agency San Diego Unified School District

Type EIR Draft EIR

Description The proposed project is the construction and operation of a new Sports Complex on the Correia Middle School campus. The complex will include: 1) a natural turf softball field that can also accommodate field sports in the outfield area; 2) an artificial turf play field with multiple markings for either one football field or a combination of two other field sports; and, 3) a hard court play area. Additional project features will include: a long jump pit; a classroom/team room building; a restroom / concession / storage building; sports field lighting of the natural and artificial turf play areas; a new paved pedestrian walkway connecting the different sports venues; a new electrical service; new field irrigation and cooling infrastructure; and, landscaping.

Lead Agency Contact
Name Kathryn Ferrell
Agency San Diego Unified School District
Phone 858 627 7298 *Fax*
email kferrell@sandi.net
Address 4860 Ruffner Street
City San Diego *State* CA *Zip* 92111

Project Location
County San Diego
City
Region
Lat / Long 32° 44' 46" N / 117° 13' 51" W
Cross Streets 4302 Valeta Street
Parcel No. 449-110-03
Township 16S *Range* 3W *Section* *Base* SBB&M

Proximity to:
Highways I-8, 5
Airports San Diego International
Railways San Diego MTS
Waterways Famosa Slough; Pacific Ocean; Mission Bay
Schools Multiple
Land Use Institutional - Middle School / RM-1-1 / Institutional and Public Facilities

Project Issues Air Quality; Geologic/Seismic; Soil Erosion/Compaction/Grading; Other Issues; Toxic/Hazardous; Water Quality; Noise; Traffic/Circulation; Aesthetic/Visual; Agricultural Land; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Minerals; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Solid Waste; Vegetation; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 11; Air Resources Board; Regional Water Quality Control Board, Region 9; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 12/05/2014 *Start of Review* 12/05/2014 *End of Review* 01/20/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Comment Letter B

FRIENDS of FAMOSA SLOUGH

A California Non-Profit Corporation Box 87280, San Diego, CA 92138-7280

January 18, 2015

Kathie Washington
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101

Via email: Kathie@brginc.net

Dear Ms. Washington:

The Friends of Famosa Slough are concerned that the subject DEIR does not address, or inadequately addresses some of the potential impacts of the project on Famosa Slough and the wildlife that depends on it. On page ES-2, the document states: "Based on the data and conclusions of the DEIR, implementation of the Proposed Project will not result in any significant and unmitigable impacts." The following paragraphs will identify significant unmitigated impacts on Famosa Slough from the project. We urge that the draft DEIR be modified to address these additional impacts and to provide measures that will either avoid or fully mitigate them. B-1

BIOLOGICAL IMPACTS

DISTANCE TO THE MHPA
Figure 2.2-1, Proximity to MHPA, Attempts to demonstate that there is a 425 foot separation from the project to the MHPA portion of the Slough. However about 70 feet of that distance, is Correia Parking Lot. The use of this parking lot will greatly increased as part of this project, so it should be considered a part of the project. The 425 feet separation includes about 140 feet vegetated swale which contains riparian vegetation and is heavily used by wildlife. It does not mention that parking from the project will occur on both sides of Valeta Street, some within 10 feet of the riparian vegetated swale that connects to the Slough. B-2 B-3

Worse, the DEIR ignores the certainty that parking in the Famosa Slough Valeta Street Parking lot will be dramatically increased due to the parking needs of the project. That lot is immediately adjacent to riparian habitat, goes to within about 10 feet of the MHPA, and runoff from the street parking and the parking lot flow into the MHPA. This will result in more disturbance, more vandalism, post-game celebrations, more water pollution, more litter, and more stray light pollution from headlights into the MHPA. So the actual distance from the project to the MHPA is 10 feet, not 425. None of these are acknowledged, analyzed, or mitigated in the subject DEIR. It would certainly appear that these impacts should be considered as significant, and absolutely not be ignored. B-4

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B)

Response to Comment B-1:
Comment noted. This is an introductory paragraph to this comment letter. The San Diego Unified School District (hereinto referred to as the "District) has analyzed the Proposed Project and its consequences in accordance with the California Environmental Quality Act (CEQA) Public Resources Code (PRC) Section 21000 et seq. and the State CEQA Guidelines (CEQA Guidelines). Specific responses to each issues raised in this letter are provided in the following responses to comments. The EIR has been revised as applicable as detailed below.

Response to Comment B-2:
The Proposed Project boundary is depicted in Figure 2.2-1 of the EIR. The Proposed Project may require the resurfacing of the existing parking lot prior to the completion of construction but does not include any alterations of use to the existing surface parking lot. Figure 2.2-1 has been revised to include both the distance to the Proposed Project fields as well as the existing, on-campus, surface parking lot to the MHPA boundary line. The existing, on-campus, surface parking lot will have an increase of use as compared to the existing conditions, because it is anticipated that there will be in an increase use of the field during non-school hours with the implementation of the Proposed Project. However, as part of the repaving improvements to the parking lot, the Proposed Project would incorporate both pre-construction and post-construction Best Management Practices (BMPs) to ensure that no runoff leaves the project site. Therefore, no impacts to the adjacent wildlife due to an increase in the usage of the existing, on-campus, surface parking lot is not anticipated.

Response to Comment B-3:
Comment noted. The Proposed Project is confined within the existing Correia Middle School boundaries. As discussed in Section 3.1.6.3.8, in accordance with the City of San Diego *Consultant's Guide to Park Design & Development* (November 2011) all parking requirements would be accommodated on the Correia Middle School campus and the Proposed Project site is bounded within the Correia Middle School Campus. As such, there is sufficient parking on the Correia Middle School campus. However, the District cannot dictate whether or not people choose to park off-site at City's Cleator Community Park or along the

Comment Letter B (cont'd)

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B) **(continued)**

Response to Comment B-3 **(continued)**:
surrounding City streets (Valeta Street or Famosa Boulevard). Since all parking is provided on-site, the Proposed Project does not anticipate any significant off-site parking impacts beyond the boundaries of Correia Middle School campus.

In addition, Figure 2.2-1 accurately depicts the distance of the Proposed Project to the MHPA boundary line.

Response to Comment B-4:
Please see responses to comments B-3 and B-6 through B-12.

Comment Letter B (cont'd)

LITTER

The storm water and dry weather runoff from the Correia athletic fields is discharged into a freshwater treatment pond north of Valeta Street. The ponds are heavily used by riparian birds, including some rare species. The endangered Ridgeway's Rail has been seen and heard in the ponds. The current discharge from Correia currently includes plastic candy wrappers, plastic straws, water bottles, broken pencils, ball point pens, and disposable cups and lids. The proposed project will include a canteen. The combination of the on-site canteen selling lots of packaged food, drinks in disposable cups, and candy and the much longer hours of very intense use will dramatically increase the volume of plastic litter that will flow from the project into the ponds and some on into the main Slough itself. This plastic will tend to snag and trap small wildlife. As it deteriorates into smaller particles it will be eaten by species at many levels of the food chain - both significant impacts on wildlife. These impacts will occur in the freshwater riparian ponds and in the saltmarsh and open water areas of the Slough. B-5 B-6

The DEIR fails to acknowledge, analyze, or mitigate these litter impacts on the wildlife and habitat value of Famosa Slough. The problem could be dramatically reduced by vigorous full time litter control, an effective system of filters, and adequate monitoring and maintenance of them. No such prevention measures are addressed in the DEIR. The DEIR suggests that Low Impact Development (LID) measures will reduce water pollution impacts of the project. However it is not likely, and is not demonstrated by the document, that they will reduce the litter problem below a significant level. To assure that it is would require quantifying the types and maximum volume of trash anticipated, identifying the specific equipments to be installed and their locations, capacities, and effectiveness, and a stated commitment to maintaining and cleaning the equipment as much as needed. We urge that the DEIR be modified to thoroughly address this issue. B-7

It is important for the DEIR to acknowledge that the existing stormceptor filter under the Correia athletic field parking lot is not preventing either litter or sediments from being discharged into the habitat areas of Famosa Slough from the campus, so it should not be identified as a measure to offset the litter impacts of this project. B-8

STRAY LIGHTING

The DEIR shows the expected light levels outside of the project in figure 3.1.1-1 and 3.1.1-2, but it does not identify the source of those numbers. Are they calculated values, if so what assumptions were made. Are they extrapolated from measured values from a similar project elsewhere? B-9 The light intensity in the Slough from the proposed lighting will vary substantially depending on a number of factors such as the reflectivity of the playing surfaces and hardscapes, water and dust particles in the air that will cause scattering of the stadium lighting, and dense low clouds (which are very common at this location) which tend to scatter light downward. B-10 Do the figures represent worst cases, best cases, or just simple calculations?

We urge that the DEIR provide a figure showing worst case intensity of stray lighting as well as typical stray lighting. B-11

The DEIR does not indicate what level of lighting in the habitat area would give an unnatural advantage to an owl or other nocturnal raptor that would be hunting for prey in the Slough. The DEIR also does not provide any information on what light intensity might discourage wildlife from using a habitat area due to the bird's natural instincts to avoid being exposed to light intensity that would make them more vulnerable to nocturnal predators. The only standard provided for comparison by the DEIR is "As a frame of reference, a full moonlit night in rural areas with negligible ambient light will equal approximately 0.02-0.03 foot-candles …" However a full moonlit night provides an owl more than enough light to attack exposed wildlife. Without any indication of what light intensity will cause a significant loss of B-12

2

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B) (continued)

Response to Comment B-5:

Comment noted.

Response to Comment B-6:

Section 3.1.4.1.6.C of the EIR and the WQTR discusses several BMPs that are included in the Proposed Project to address trash and debris. The EIR has been revised to specifically include the "trash and debris" in order to provide better clarification. Source Control BMPs listed in Table 23 of the WQTR that will address this pollutant include: Perform Regular Cleaning, Avoid Hosing Down the site, Place Trash Receptacles at Appropriate Locations, Train Employees to properly Dispose of Wastes, Store Waste and Recycling Materials in Proper Containers, Routinely Clean Catch Basins, Stencil Signs on Storm Drain Inlets, Regularly Inspect and Maintain Storm Water Conveyance Systems, and Do not Pour or Deposit Waste into Storm Drains. Fact Sheets for the BMPs are provided in Attachment H of the WQTR (Appendix D of the EIR). In addition, the Proposed Project includes the installation of trash receptacles and regular maintenance to prevent litter.

Response to Comment B-7:

Section 3.1.4.1.5 of the EIR and Table 6 of the Water Quality Technical Report (WQTR) identify "trash and debris" (referred to as "litter" in the comment) as anticipated pollutants that would be generated by the project. Section 3.1.4.1.5 of the EIR and Table 12 of the WQTR identifies the Famosa Slough as a receiving waterbody for the project. As such, the concern identified in the comment is acknowledged. As discussed in response to comment B-6, the Proposed Project will incorporate several Source Control BMPs listed in Table 23 of the WQTR to prevent potential pollutants such a litter from entering the Famosa Slough.

Response to Comment B-8:

The EIR and WQTR do not identify the existing filter under the parking lot as the mechanism for preventing litter and/or sediment from entering the Famosa Slough. The Proposed Project is self-treating with respect to pollutants such as sediment and litter, which will be controlled via source control BMPs as described in the EIR and WQTR.

Comment Letter B (cont'd)

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B) **(continued)**

Response to Comment B-9:
As indicated in Section 3.1 of the EIR and Section 4.3 of the Project's Lighting Impact Study (LIS) (Appendix F of the EIR), the data depicted on EIR Figures 3.1.1-1 and 3.1.1-2 are based on a photometric analysis conducted by the Proposed Project's lighting system designer, Musco Sports Lighting, LLC. The photometric analysis includes a quantification of the levels of illumination that would be produced by the Proposed Project on both vertical and horizontal planes. The calculations are based on the mounting height of luminaires on each of the proposed poles, the number of luminaires per pole, and the wattage of the luminaires. These data are input into a software program called "AIM," which is a software program developed by the Project's lighting engineer (Musco Lighting) to estimate illumination levels associated with field lighting. The illumination levels calculated by AIM were superimposed on an aerial photograph of the sports complex and surrounding areas. It should be noted that the values presented on Figures 3.1.1-1 and 3.1.1-2 represent a "worst case" analysis of Proposed Project-related lighting impacts, as the software program does not take into consideration intervening vegetation or topography.

In addition, recently the District has decided to utilize LED lights for new athletic field projects. As such, the light fixtures that will be installed as part of the Proposed Project will be LED lights. LED lights are known to have a better cutoff and reduces light spill significantly. Therefore, the lights will operate more efficiently than the lights fixtures that were analyzed in the EIR.

Response to Comment B-10:
All lighting elements proposed as part of the Project would be directed downwards onto the play fields, and thus the lighting levels would not be substantially affected by reflection off of hardscapes. Water and dust particles in the air, as well as dense low clouds, would serve to reduce, not increase, lighting intensity in off-site locations. The illumination data presented on EIR Figures 3.1.1-1 and 3.1.1-2 represent a "worst case" analysis of the Proposed Project-related lighting impacts, as the software program does not take into consideration any reductions to illumination values that may occur as a result of water particles, dust particles, and dense low clouds.

Comment Letter B (cont'd)

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B) **(continued)**

Response to Comment B-11:
As indicated in the responses to comments B-9 and B-10, the illumination data depicted on EIR Figures 3.1.1-1 and 3.1.1-2 represent a "worst case" analysis of the Proposed Project-related lighting impacts that would affect surrounding properties. Therefore, no additional figures related to lighting have been included in the EIR.

Response to Comment B-12:
As depicted in Figures 3.1.1-2 and 3.1.1-3 of the EIR, the lighting levels generated by the Proposed Project within the nearby MHPA and Famosa Slough are expected to range from 0.0 to 0.1 fc. As a frame of reference, a typical 30-foot tall streetlamp will have an illumination of 1.3 foot-candles at a distance of 10 feet. The closest streetlamp to the Famosa Slough and Project site is a streetlamp located at the corner of Valeta and Famosa Boulevard, approximately 197 feet from the Famosa Slough. Therefore, the Proposed Project lighting will impose less lighting than a existing standard streetlamp.

The District acknowledges that the Project site is located within the purview of the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan (March, 1977). Guidelines for management of Multi-Habitat Planning Area (MHPA) areas are established by the MSCP Subarea Plan, and not the Illuminating Engineering Society (IES). As noted on Page 48 of the MSCP Subarea Plan, which provides Land Use Adjacency Guidelines for developments located next to the MHPA:

> "Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting."

The Project site (parking lot) is located approximately 350 feet from the Famosa Slough and MHPA. The Proposed Project complies with this guideline. As documented in the EIR and the LIS (Appendix F of the EIR), all proposed lighting elements are directed towards the fields and away from the nearby sensitive biological resources location in the Famosa Slough and the MHPA area. All

Comment Letter B (cont'd)

habitat value, a reader has no way to evaluate whether the light levels shown in the figures are a problem or not for wildlife in the nearby portions of the Slough. The DEIR mentioned that a phone call to the US Fish and Wildlife Service did not provide that information. But that does not provide justification for the DEIR to fail to provide it. B-12 (cont'd)

WATER QUALITY

GRASS TURF
Some of the athletic fields of this project will be of grass turf. These fields will require frequent irrigation. The runoff from the irrigation will flow in the Famosa Slough ponds. The runoff will carry fertilizers, weed killers, and pesticides. The DEIR does not identify the substances that will be used, quantities, the impacts on Famosa Slough, or measures that will be employed to mitigate those impacts. A TMDL is in place for eutrophic conditions for Famosa Slough and it is on the 303(d) list of impaired water bodies. The DEIR does not provide any analysis to show whether the additional nutrients from the discharge of fertilizers by the planned irrigation is likely to exacerbate the eutrophic condition or not. B-13

ARTIFICIAL TURF
Some of the athletic fields will have artificial turf. Artificial turf typically uses loose shredded rubber to provide stability, uniformity and resiliency. According to the EPA, shredded tire material can contain 30 different contaminants. Some of the shredded rubber is likely be washed out of the artificial turf by irrigation and by rain. When it does it will flow through the campus's storm drain system into the treatment ponds at Famosa Slough, and some on into the Slough itself. Many of the birds in the Slough forage on seeds, insects, and invertebrates in the mud of those areas. The shredded rubber particles are likely to be ingested by these birds, day after day. The DEIR must provide information and analysis about whether such material will ever be used in the project. If so, it must analyze whether continued consumption of these particles would have lethal or serious sub-lethal impacts on these birds. B-14

SEDIMENTS
The Famosa Slough treatment ponds are degraded by the sediments washed from the existing athletic field and earthen banks of the Correia campus. It is not clear whether the proposed increase in activities will also result in more people walking, playing or sitting on those banks making them more vulnerable to erosion during rain events. The DEIR needs to acknowledge that potential impact and to include measures to avoid or at least mitigate that impact. B-15

BURN ASH CONTAMINATION
The DEIR mentions that burn ash contamination is on the site. It does not address whether the proposed regular irrigation of the turf portions of the athletic fields will tend to mobilize that contamination causing some of it to end up in Famosa Slough. The Low Impact Development measures mentioned in the DEIR to improve runoff water quality will tend inject more water into the soil and thereby exacerbate the potential for mobilizing the burn ash contaminants on the site. The DEIR also does not propose to monitor the levels of those contaminants in the soil of the Slough so that remedial measures could be put in place of those contaminants are detected in the Slough. We urge that the DEIR include an analysis of the potential of the LID measures to mobilize the currently stable contaminants. We urge that the DEIR also require periodic direct and bioaccumulation measurements where the Corriea stormwater is discharged into the Slough for the life of the project. B-16

3

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B) (continued)

Response to Comment B-12 (continued):
lighting elements also are shielded to reduce light trespass and glare effects beyond the boundary of the Project site. Although the District is an independent agency and is not required to comply with the MHPA Land Use Adjacency Guidelines implemented by the City of San Diego; based on these considerations, the Proposed Project is in full compliance with the MSCP Subarea Plan's Land Use Adjacency Guidelines for lighting.

Furthermore, as discussed in Section 2.2 of the EIR, per a personal communication with David Zoutendyk and Patrick Gower with the U.S. Fish and Wildlife Service regarding another District athletic facility upgrades project (Kearny High School Athletic Facilities Upgrades Project) located directly adjacent to sensitive habitat, no specific threshold exists for lighting impacts on wildlife, which could be used to determine a project's impact on wildlife. The USFWS determined that as long as the lights were focused downward, shielded, and in compliance with the MHPA Land Use Adjacency Guidelines, then no impacts to wildlife are expected from the use of field lighting. The USFWS, as the federal agency responsible for protecting threatened and endangered species, such as Ridgeway's rail. As such, their expertise was relied upon by the District in concluding lighting impacts to the Fasmoa Slough and associated species would be below a level of significance.

In addition, recently the District has decided to utilize LED lights for new athletic field projects. As such, the light fixtures that will be installed as part of the Proposed Project will be LED lights. LED lights are known to have a better cutoff and reduces light spill significantly. Therefore, the lights will operate more efficiently than the lights fixtures that were analyzed in the EIR.

Response to Comment B-13:
As shown in Table 23 in the WQTR (Appendix D of the EIR), Integrated Pest Control measures have been established with SDUSD, and the Proposed Project will comply with those measures to minimize or prevent the potential for pesticides and weed killers to be present in runoff from the site. The project will employ efficient irrigation use to avoid non-stormwater runoff from the site due to irrigation.

Comment Letter B (cont'd)

CONCLUSION

Famosa Slough has been the site of over 100 field trips and science fair projects for Correia students. Thousands more Correia students have visited it as a more pleasant way to get to or from the bus stop or have used the Slough's benches and viewpoints to visit with friends or watch the wildlife. We urge the School Board to not degrade this community and educational asset by an incomplete CEQA analysis. B-17

We urge that the DEIR be modified to address the points mentioned above so that it will meet the minimum standards of CEQA and so it will provide adequate and accurate information for the public and the decision makers about the potential impacts of the proposed project on Famosa Slough and its wildlife. B-18

Please notify the Friends of all future documents, hearings, decisions, or other milestones relating to this project and its environmental review via peugh@cox.net or 619-224-4591. B-19

Sincerely,

James A. Peugh
Chairman, Board of Directors

CC: Kathryn Ferrell, kferrell@sani.net

4

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B) (continued)

Response to Comment B-14:

The Proposed Project does include the installation of artificial turf fields, which require crumb rubber infill as a shock attenuator for the safety of student athletes. It is standard for there to be a layer of at least 6" of either class 2 base or sand through which runoff will percolate. It is then captured in a perforated subdrain that is encased in gravel (typically a 1' gravel trench) with geotextile filter fabric around the gravel. The filtering through the sand or base section, and then though the geotextile would remove pellets of rubber and reduce the potential for any storm water surface runoff that would carry pellets offsite.

Foreign (imported) artificial turf often contains heavy metals, lead and toxins. The District will only purchase artificial turf from sources that will certify that the turf contains no heavy metals, lead or other toxins. Therefore, no impacts to birds are expected with the installation of the artificial turf fields.

Response to Comment B-15:

The Proposed Project boundaries are confined within the Correia Middle School Campus; and therefore, no activity is anticipated to occur off-site, including the banks of the Famosa Slough. Additionally, the District is currently in the process of constructing a slope stabilization construction project that will involve the construction of a retaining wall at the base of the slopes and the placement of compacted fill with vegetative cover to minimize erosion. The slope stabilization project will be completed before the sports complex begins construction.

Response to Comment B-16:

Please see response to comment B-15. In addition, several years ago the District installed a Stormceptor unit in the parking lot that minimizes the amount of sediment leaving the site through the storm drain system that may enter the Famosa Slough. Furthermore, as discussed in the EIR, with the implementation of Mitigation HZ-1, which requires that if burned waste is encountered during construction of the Proposed Project, that material shall be removed and disposed of at a landfill in accordance with state and local laws and regulations. At least two feet of clean fill/hardscape/landscape must be in place in areas within the burned waste footprint prior to completion of the construction of the Proposed Project, regardless of whether or not burned waste is encountered during construction. As such, mobilizing contaminants are not anticipated due to irrigation of the site.

Comment Letter B (cont'd)

RESPONSE TO COMMENT FROM FRIENDS OF FAMOSA SLOUGH, SIGNED BY JAMES A. PEUGH, CHAIRMAN, BOARD OF DIRECTORS, DATED JANUARY 18, 2015 (COMMENT LETTER B) **(continued)**

Response to Comment B-17:
Comment noted. The District recognizes the educational benefits of the Famosa Slough and has considered potential impacts to the Famosa Slough throughout the design process.

Response to Comment B-18:
Comment noted. Clarification in the EIR has been provided where applicable as discussed above.

Response to Comment B-19:
Comment noted. The Friends of Famosa Slough will be noticed of all CEQA related milestones.

Comment Letter C

Judith A. Swink
2289 Caminito Pasada 106
San Diego CA 92107

January 18, 2015

Kathie Washington, Sr. Project Mgr
BRG Consulting, Inc.
304 Ivy Street
San Diego CA 92101-2030
Kathie@brginc.com

SUBJECT: Draft EIR for Correia Middle School Sports Complex Project

I am pleased to have this opportunity to respond to the DEIR for the Correia Middle School Sports Complex Project. I'd like to begin by expressing my support for most elements of the Sports Complex Project but I have serious issues regarding the proposed Field Lights and associated night events that installation will enable. My comments will focus primarily on Appendices E & F. C-Intro

APPENDIX E: NOISE STUDY

I have serious concerns about the conclusions and the bases of these conclusions regarding Operational Noise Impacts on neighboring residential areas in night-time hours between 7-11 pm. I have no concern about the construction noise which is daytime and temporary nor do I object to the normal daytime sounds from campus during regular school session. With prevailing northwesterly & westerly winds, it is guaranteed that sounds from campus, daytime or late evening, will be carried toward residences in Park Pt. Loma, Sea Colony and other, adjacent properties. C-1

My home is approximately 800' from the Correia campus, in Sea Colony Pt. Loma. I am able to see the school building (other side of the sports fields) from the windows of both bedrooms *(see attached photo)* on the second floor and sounds from the campus are clearly audible on the first floor as well as the second. Less than a week ago, between 1:00-2:00 p.m., I could hear rock music from the Correia campus, followed by a loud P.A. announcement then a buzzer – all of this was with my triple-paned windows, sliders and doors closed. C-2

I have attached a Google Map to show the relative locations of my home and the Correia campus. As the image shows, my townhouse, unit #106, is not the only residence well within sight and sound of a radius of 1000 ft. Decibel levels assumed for daytime hours cannot serve as basis for calculating night-time sports event crowd noise nor can "property line standards" be reasonably applied regarding Noise Impacts on neighboring residential C-3 C-4

RESPONSE TO COMMENT FROM JUDITH A. SWINK, RESIDENT, DATED JANUARY 18, 2015 (COMMENT LETTER C)

Response to Comment C-Intro:
This comment is an introduction to the letter. No response is necessary. Responses are provided below to the specific comments.

Response to Comment C-1:
Comment noted. This letter acknowledges the constituent has no concern about the construction noise or the normal daytime sounds from campus during regular school session.

Response to Comment C-2:
Comment noted.

Response to Comment C-3:
Comment noted.

Response to Comment C-4:
Section 59.5.0401 of the Municipal Code sets restrictive operational exterior noise limits for single-family residential uses of 50 dBA Leq for daytime hours of 7 a.m. to 7 p.m., 45 dBA Leq during the evening hours of 7 p.m. to 10 a.m., and 40 dBA Leq during the evening hours of 7 p.m. to 7 a.m. Project components will typically operate during the daytime and evening hours; and therefore, the most conservative approach is to apply the 45-dBA Leq evening standard at the property lines. As described in Section 3.1.5.3 of the EIR, operation of the Proposed Project is not anticipated to exceed any of the City of San Diego's noise standard thresholds, including the most restrictive nighttime (10 p.m. – 7a.m.) standard of 40 dBA Leq at residential zoned property. Please see Figure 3.1.5-2: Predicted Noise Levels in the EIR. Therefore, operational noise levels related to the proposed development will comply with the City of San Diego's most restrictive standard and less than significant impacts are anticipated.

Comment Letter C (cont'd)

buildings however "legal" they may be (*App. E, Executive Summary, page iv, Operational Noise Levels*). C-4 (cont'd)

The suggestion that lights and resulting numerous night-time events could occur as late as 11:00 p.m., on any day of the week, is very disturbing. *(App. E, Project Introduction, Section 1.3: Project Description, page 1, App. E, Section 1.4: Sports Complex Operations, pages 5-6 and Section 1.4: Sports Complex Weekly Usage Estimates; Table 1-1, page 8).* C-5

In *Table 1-1*, please define "weekly" – does this mean "once a week"? Please also define the term "occasional" – what is the range of number of days this may encompass? C-6

Use of the Sports Fields after 7:00 p.m. is of great concern to me and my neighbors. There is no indication in the DEIR regarding actual tests offsite of sound levels likely to result and travel long distances at night, especially given the elevation of the campus & sports fields relative to neighboring residences. To ignore the probable impacts, without offsite testing of onsite noise levels, on neighboring residential properties, and to adhere to standards based on mathematical calculations that do not adequately address real life noise impacts, demonstrates a huge level of disrespect for residents and property owners whose enjoyment of their homes will be damaged and property value possibly damaged by noise and lights after dark until as late as 11:00 p.m. C-7

These offsite sound tests need to include streets behind the Park Pt. Loma homes because of the amplification effect created when sound travels between buildings that are close to one another. In Sea Colony Pt. Loma, this is especially true with two buildings, 2274 and 2276 Caminito Pescado where the alley between the 2 buildings creates the perfect amplification effect, an experience that many residents at Sea Colony are familiar with from over-flying jets. Sound from these jets is generally louder between buildings than it is when one is outside in the main streets of the complex. C-8

The elevation of my and other buildings at Sea Colony above Park Pt. Loma roofs means that the Park Pt. Loma buildings provide no buffer from sounds from the Correia campus for Sea Colony townhouses at higher elevation. Despite the slightly greater distance from Point 11 on your map, 2308 Caminito Mira *(App. E, Table 5-2, page 17)*, I hear daytime noise from the campus all the time, specifically the sounds of students on the fields, the buzzer for class changes and the PA system announcements. These are not sounds that I find intrusive in the daytime but night-time sounds made by crowds of people attending night-time events on campus will without question be louder and more intrusive (as was true before Sea World modified their P.A. system use so that it did not carry all the way to many points in Ocean Beach and continues to be true with Sea World fireworks which, fortunately, seldom last as long as 10 minutes). C-9 C-10

I urgently request that there be tests conducted to accurately determine actual decibel levels at night (not based on testing 10 voices on site and calculating according to a formula), at several points north & east of the project site including the homes on the bluff above Worden St. & facing on Poinsettia Dr. & Nipoma Street. The tests could use recordings of the sounds from Clairemont High School during night games, broadcast as C-11

RESPONSE TO COMMENT FROM JUDITH A. SWINK, RESIDENT, DATED JANUARY 18, 2015 (COMMENT LETTER C) (continued)

Response to Comment C-5:
Comment noted.

Response to Comment C-6:
Additional footnotes have been added to Table 1-1 to provide additional clarification of the terminology for the terms "weekly" and "occasional."

Response to Comment C-7:
The Proposed Project is based on a unique operational platform that is dissimilar to high school athletic facility operations because the Proposed Project facilities will not employ a public announcement (PA) system and will not support a significant number of spectators. The inputs used in noise modeling was based on measurements collected at similar events/uses and simulates cheering and children playing, which are noises we anticipate being generated by the project. The noise thresholds are not based on short-term noise (e.g., spectators cheering that cheers for a few seconds or a PA system making an announcement for a few second) but rather the average noise level over an hour. The Proposed Project operations were calculated based on source noise levels as described in Table 3.1.5-4. As described in Section 3.1.5.3 of the EIR, operation of the Proposed Project is not anticipated to exceed any of the City of San Diego's noise standard thresholds, including the most restrictive nighttime (10 p.m. – 7a.m.) standard of 40 dBA Leq at residential zoned property. Please see Figure 3.1.5-2: Predicted Noise Levels in the EIR. Therefore, operational noise levels related to the proposed development will comply with the City of San Diego's most restrictive nighttime standard and less than significant impacts are anticipated.

Response to Comment C-8:
Please see response to comment C-4. The findings of the Noise analysis in the EIR does not state that activities from the fields would not be audible but would comply with the City's thresholds. As described in Section 3.1.5.3 of the EIR, operation of the Proposed Project is not anticipated to exceed any of the City of San Diego's noise standard thresholds, including the most restrictive nighttime (10 p.m. – 7a.m.) standard of 40 dBA Leq at residential zoned property. Please see Figure 3.1.5-2: Predicted Noise Levels in the EIR. Therefore, operational noise levels related to the proposed development will comply with the City of San Diego's most restrictive nighttime standard and less than significant impacts are

RESPONSE TO COMMENT FROM JUDITH A. SWINK, RESIDENT, DATED JANUARY 18, 2015 (COMMENT LETTER C) **(continued)**

Response to Comment C-8 **(continued)**:
anticipated. Since, noise at the property line would not exceed the noise threshold, extending beyond the property lines noise would continue to dissipate and therefore, further reduce the noise levels.

Response to Comment C-9:
Please see response to comment C-4.

Response to Comment C-10:
Please see response to comment C-4.

Response to Comment C-11:
Please see response to comment C-7.

Comment Letter C (cont'd)

the same sound level as is heard immediately adjacent to that high school. With prevailing westerly and north-westerly winds, or at night in a dead calm, night-time sounds will travel farther and have greater impacts than daytime sounds, especially with most other daytime ambient sounds not in play and a substantially reduced number of flights from Lindbergh Field after 7 p.m. C-12

APPENDIX F: Lighting Impact Study

Regarding the proposal to erect 10 light standards, two of them 70' in height and 8 of them 80' in height *(App. F, 1.0: Introduction, Section 1.1, para. 3, p.2; Section 3.3: Proposed Lighting System; Table 3-1: Correia Middle School Lighting System Summary, page 11)*, please provide a diagram to document that this area is not subject to the City of San Diego Coastal Height Limit Overlay Zone limit of 30' *(SD Municipal Code, Article 2: Overlay Zones, Division 5: Coastal Height Limit Overlay Zone)* w/o an exemption granted through a city-wide vote. The Diagram provided in the Muni. Code is inadequate to accurately portray specific boundaries of exemptions. C-13

I will leave the questions of vertical and horizontal spill to those most likely to be affected, that is the areas described in the DEIR (*App. F, Section 5.0: Analysis of Project Effects, Subsection 5.3.1*) with the exception of expressing my great concern about light impacts on Famosa Slough which is even closer to the project than my own home and at a much lower elevation therefore more subject to both vertical and horizontal light spill. C-14

As Famosa Slough is a sensitive wetland and falls within the Coastal Zone, there must be particular considerations and mitigations of any impacts, noise or light, on the Slough yet the only mention of Famosa Slough in Appendix F is brief mention in *Section 2.3: Description of Surrounding Environment*, and no mention anywhere of the potential cumulative impacts of the field lighting added to existing street lighting, which is minimal in that area. I would like to see a response to this concern expressed in my letter in the FEIR.

I will leave detailed comments on this specific issue to the Friends of Famosa Slough and the Audubon Society but felt it necessary to acknowledge that this is an issue that I believe requires greater review than is given in the DEIR. C-15

Again, I thank you for the opportunity to comment and look forward to the responses provided to my comments when the FEIR is published.

Judith A. Swink
2289 Caminito Pasada Unit 106
San Diego CA 92107
619-224-3275
jswink@adnc.com

RESPONSE TO COMMENT FROM JUDITH A. SWINK, RESIDENT, DATED JANUARY 18, 2015 (COMMENT LETTER C) (continued)

Response to Comment C-12:
As detailed in Section 3.1.5 of the EIR and Appendix E: Noise Study, the ambient noise measurements were taken as part of the overall site survey and those measurements are not utilized as part of the modeling efforts to determine the anticipated operational noise levels for the Proposed Project. At the time the noise measurements were taken there was very little activity on the site; therefore modeling was used to provide a worst-case projection of the noise that would be generated by the Proposed Project. However, as discussed in Section 3.1.5 the Proposed Project will not exceed any of the City of San Diego's noise standard thresholds, including the most restrictive nighttime (10 p.m. – 7a.m.) standard of 40 dBA Leq at any residential zoned property, as shown in Table 3.1.5-5 and Figure 3.1.5-2. Therefore, operational noise levels related to the proposed development will comply with the City of San Diego's most restrictive nighttime standard and less than significant impacts are anticipated. Please see responses to comments C-4 and C-7.

Response to Comment C-13:
On May 10, 2011 the District took Board action to exempt themselves from local zoning ordinances, which includes the City of San Diego Height Limit Overlay Zone limit of 30 feet (*SD Municipal Code, Article 2: Overlay Zone, Division 5: Coastal Height Limit Overlay Zone)*. In addition, on August 29, 2011 the City Attorney provided an opinion that confirms that the 30-foot coastal height limit is a local zoning ordinance and that a (District) vote to exempt itself from the City's zoning ordinances including the coastal height limit is allowed. Therefore, the District is exempt from this height limitation. However, the impacts of the height of the poles was fully analyzed in the EIR as it relates to an aesthetic/lighting impact and an aeronautical hazards per the FAA. No impacts were identified.

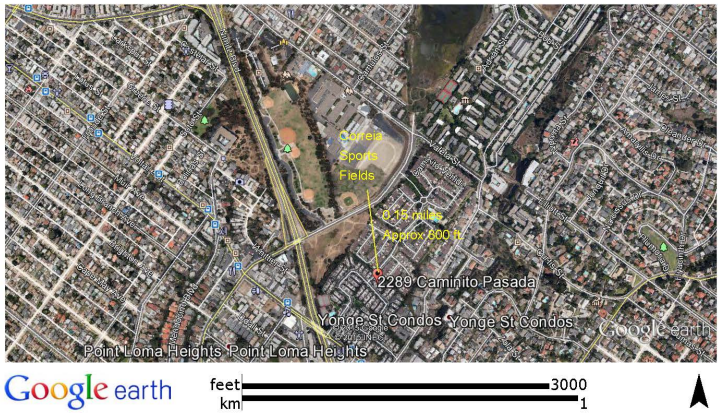
Response to Comment C-14:
Please see responses to comments B9 through B-12.

Response to Comment C-15:
Please see responses to comments B-9 through B-12 regarding lighting impacts to the Famosa Slough.

Comment Letter C (cont'd)

RESPONSE TO COMMENT FROM JUDITH A. SWINK, RESIDENT, DATED JANUARY 18, 2015 (COMMENT LETTER C) (continued)

View from 2289 Caminito Pasada Unit 106



Comment Letter D

From: john nelson <mauiguy500@gmail.com>
Date: Mon, 19 Jan 2015 15:11:17 -0800
To: <kathie@brginc.net>
Subject: Draft EIR for Correia Middle School Sports Comple Project

Kathie Washington, Senior Project Manager
BRG Consulting, Inc
304 Ivy St
San Diego, CA 92101-2030
kathie@brginc.net

Subject: Draft EIR for Correia Middle School Sports Complex Project

Dear Kathie,

Please excuse the informality of this email. I was in Asia for 2 months and just recently returned home. Today I spoke with a concerned neighbor who alerted me regarding the proposed Correia Middle School Sports Complex Project. She also informed me that today is the final today to submit comments. Not knowing the correct protocol in submitting comments and because time is of the essence, I will trust that my comments here in this email will be wind up in the proper hands.

Less than a year ago, I purchased my property in Sea Colony, a neighboring condominium complex of approximately 270 units. My address is 2274 Caminito Pescado, #38. My condo is probably more affected by the proposed Sports Complex than any other residence here in Sea Colony. My condo is located directly across from the proposed project. I live on the border of Site 428, a large open space area between my condo and Correia Middle School. I look directly at Correia Middle School from my condo. My condo lies approximately 500 feet from the proposed project. Please see the attached map. D-1

I support the construction of new multi-use fields, construction of a new softball field, construction of a two-story classroom building, and construction of a concession/restroom building. However, I am completely opposed to the construction of sports field lighting. The D-2

Page 1 of 2

RESPONSES TO COMMENT LETTER FROM JOHN NELSON, RESIDENT, DATED JANUARY 19, 2015 (COMMENT LETTER D)

Response to Comment D-1:
Comment noted.

Response to Comment D-2:
As detailed in Section 3.1.1 of the EIR, the Proposed Project lighting components were evaluated and determined to impose less than significant impacts upon the neighboring residential areas. Lights will be shielded and pointed towards the ground. They will not be pointed at any dwelling units.

Comment Letter D
(cont'd.)

lighting adds a whole new dimension to the project. It will greatly impact the quality of life here at my condo and that of my surrounding neighbors. D-2 (cont'd)

First, there is the nighttime noise issue. It will greatly impact nearby residents. Even as far away as the intersection of Curtis St and Poinsettia Dr where I take daily walks, the noise from Correia Middle School during recess and lunch time is loud and clear. And, the words from the loud speaker are easily audible from such a great distance. So, you can imagine the noise level here at my condo which is located only 500 feet away across an open field. But, let me be clear.....I have no complaints regarding the noise generated by the current daytime activities at Correia Middle School. But, the proposed project generating lots of nighttime noise is a completely different issue. D-4

Secondly, there is the nighttime light issue. Again, neighboring residents, such as myself, will be greatly impacted by bright lights entering our residences. D-5

I paid a higher price for my condo due to the serenity of its location. The idea of a lighted neighboring sports complex generating lots of noise/light on a nightly basis is the antithesis of the reason I purchased my condo last year. D-6

Thank you for the opportunity to express my concerns.

John Nelson
2274 Caminito Pescado, #38
San Diego, CA 92107
619- <tel:619-225-9241> 988-1179
mauiguy500@gmail.com

RESPONSES TO COMMENT LETTER FROM JOHN NELSON, RESIDENT, DATED JANUARY 19, 2015 (COMMENT LETTER D) (continued)

Response to Comment D-3:
Comment noted. Please see responses to comments C-4 and C-8.

Response to Comment D-4:
Comment noted. Please see responses to comments C-4 and C-8.

Response to Comment D-5:
Please see response to comment D-2.

Response to Comment D-6:
Comment noted.

Comment Letter E

From: Robb Lane [mailto:us4785@sbcglobal.net]
Sent: Monday, January 19, 2015 9:05 PM
To: johnleeevans@sandi.net; kevinveiser@sandi.net; michaelmcquary@sandi.net; rberrera1@sandi.net; mfoster@sandi.net; kferrell@sandi.net; cmarten@sandi.net; "kevinfaulconer@sandiego.gov"; "martiemerald@sandiego.gov"; Muto, Devon; gstanford1@sandi.net
Subject: Comment on Correia DEIR

Stadiums instead of education? E-1

I am concerned about the:

Noise pollution, one only needs to visit Clairemont High School when a night time event is taking place This is not difficult as there are currently approximately 200 events occurring this year. Instead of a quite neighborhood there is the unrelenting blare of the loudspeakers and fans stomping on the metal bleachers. Before and after noise from numerous cars coming and going, with leaving being louder with the exuberance of the winning team sometimes outweighing common sense. Revving engines and loud talk late in the evenings is very disruptive. You wouldn't want it on YOUR street. E-2

Light pollution, again a quick visit to on of the schools with permanent field lights and the problem is obvious. I suggest the Mayor visit one of these sights to see for himself, again no one on the school board would allow this to happen next to his house. The independent study at Hoover showed the light levels exceed legal limits but SDUSD needs only to claim "overriding consideration", How can this be legal, it probably isn't. Just what the city needs, more lawsuits. E-3 E-4

Air quality and traffic. The additional vehicles standing, unloading, circling looking for a place to park all adds to the degradation of air quality. Also the EIR only talks about events with only 450 attendees then why build such a large stadium. Obviously the study purposely down plays the potential impact of a full stadium in order to create an artificially low number. This is deception. E-5

Robb Lane

Page 1 of 1

RESPONSES TO COMMENT LETTER FROM ROBB LANE, RESIDENT, DATED JANUARY 19, 2015 (COMMENT LETTER E)

Response to Comment E-1:
Comment noted.

Response to Comment E-2:
Comment noted. Please see responses to comments C-4 and C-8.

Response to Comment E-3:
Comment noted. Please see response to comment D-2.

Response to Comment E-4:
In accordance with the Public Resources Code §21081(b) the San Diego Unified School District, as the lead agency, may approve a project with significant, unmitigable adverse impacts resulting from infeasible mitigation measures or alternatives, as long as the agency finds that specific overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant effects on the environment. However, the Proposed Project does not pose the potential to result in any significant unavoidable impacts, therefore a Statement of Overriding Considerations is not necessary.

Response to Comment E-5:
As further detailed in Sections 3.1.2 and 3.1.6 of the EIR, all of the studied roadway facilities were calculated to operate at LOS D or better with implementation of the Proposed Project. According to the City of San Diego *Consultant's Guide to Park Design & Development*, November 2011, the parking ratio for neighborhood parks is five parking spaces per acre of non-programmed parkland, with an additional thirty spaces per backstop if a softball field is included. Based on these requirements, the 7.3 acre sports complex will require a total of 67 parking spaces (37 spaces plus an additional 30 due to the backstop), which will result in a shortage of three on-site parking spaces based on City requirements. If needed, the shortage of three spaces can be made up by using some of the existing 71 on-site parking spaces on the north side of the school or from on-street parking along the Proposed Project frontage. Therefore, the Proposed Project will have a less than significant impact to transportation/traffic/parking. In addition, the Air Quality Study was based on the anticipated average daily trip (ADT) levels and found that the Proposed Project will not result in a significant short- or long-term impact to air quality.

Comment Letter F

From: Dianne Lane [mailto:dlane4785@gmail.com]
Sent: Monday, January 19, 2015 2:56 PM
To: johnleeevans@sandi.net; kevinveiser@sandi.net; michaelmcquary@sandi.net; rberrera1@sandi.net; mfoster@sandi.net; kferrell@sandi.net; cmarten@sandi.net; kevinfaulconer@sandiego.gov; martiemerald@sandiego.gov; Muto, Devon; gstanford1@sandi.net
Subject: Comment on Correia DEIR

All,

As a resident of Point Loma and a constituent of the San Diego Unified School District, I have a dog in all the fights against proposed expansions of stadiums at the schools in the district. F-1

I attended a meeting last week at a high school that has a professional press box and stadium lighting, but there was no air conditioning in the classroom. Being January, it was not particularly warm, but to quote the kids, “What’s up with that?” It's symptomatic of the focus of the District. F-2

I object to the negative light, noise, parking, and other negative impacts that will affect the communities. The district says it wants to be a good neighbor, but these impacts are not good for us, no matter how the District and their consultant spin them. Even when an impact is deemed to be ‘significant’, e.g., violating CEQA standards, the Board often exercises it’s prerogative of "over-riding consideration." F-3 F-4

The attached response to the Correia Middle School Sports Complex Project Draft Environmental Impact Report was written by Judy Swink, a resident across the street from Correia. I am forwarding her response to you because I could not do better. It is thorough, documented, and I approve of the contents. Her general objections, if not the particulars, apply to all the proposed projects. F-5

Sincerely,
Dianne Lane
3509 Udall Street

RESPONSES TO COMMENT LETTER FROM DIANNE LANE, RESIDENT, DATED JANUARY 19, 2015 (COMMENT LETTER F)

Response to Comment F-1:
Comment noted.

Response to Comment F-2:
Comment noted.

Response to Comment F-3:
Comment noted.

Response to Comment F-4:
In accordance with the Public Resources Code §21081(b) the San Diego Unified School District, as the lead agency, may approve a project with significant, unmitigable adverse impacts resulting from infeasible mitigation measures or alternatives, as long as the agency finds that specific overriding economic, legal, social, technological, or other benefits of the Project outweigh the significant effects on the environment. However, the Proposed Project does not pose the potential to result in any significant unavoidable impacts, therefore a Statement of Overriding Considerations is not necessary.

Response to Comment F-5:
Comment noted. Please also see responses to comments C-1 through C-15.

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ACRONYMS

AB32	Assembly Bill 32
ADT	Average Daily Trips
AIA	Airport Influence Area
AMSL	above mean sea level
AQIA	Air Quality Impact Assessment
BAT/BCT	Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology
BAU	Business as Usual
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resource Board
CCARGRPV3.1	California Climate Action Registry General Reporting Protocol Version 3.1
CCR	California Code of Regulations
CEC	California Energy Commission
CEC	California Education Code
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CH4	Methane
CMP	Congestion Management Program
CNEL	Community Noise Equivalent
CO	Carbon Monoxide
CO_2	Carbon Dioxide
COPC	Contaminants of Potential Concern
CY	Cubic Yards
dB	decibels
dBA	A-weighted sound pressure level
DEH	Department of Environmental Health
District	San Diego Unified School District
DPM	Diesel Particulate Matter
DTSC	California Department of Toxic Substances Control
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EST	Estuarine Habitat
FAA	Federal Airport Authority
FAR	Federal Aviation Regulations
FWS	Fish and Wildlife Service
GHG	Green House Gas
HCM	Highway Capacity Manual
HHSE	Human Health Screening Evaluation
ITE	Institute of Transportation Engineers

km	kilometers
LCFS	Low Carbon Fuel Standard
LEA	City of San Diego Solid Waste Local Enforcement Agency
Leq	sound pressure equivalent noise level
LID	Low Impact Development
LOS	Level of Service
MAR	Marine Habitat
mg/kg	milligrams per kilogram
MIGR	Migration of Aquatic Organisms
min	minute
Mmax	maximum moment magnitude
mph	miles per hour
MS4	Small Municipal Separate Storm Sewer System
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NO_2	Nitrogen Dioxide
NOI	Notice of Intent
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
PM_{10}	Particulate Matter less than 10 microns
$PM_{2.5}$	Particulate Matter less than 2.5 microns
ppm	parts per million
Qaf	Artificial fill
Qop_6	Old paralic deposits
Qya	Young alluvial flood plain deposits
RAQS	Regional Air Quality Strategy
RARE	Rare, Threatened, or Endangered Species
RAW	Removal Action Work Plan
RMS	root mean squared
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB97	Senate Bill 97
SCAQMD	South Coast Air Quality Management District
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDIA	San Diego International Airport
SDUSD	San Diego Unified School District
sec	second
SIP	State Implementation Plan
SPWN	Spawning, Reproduction, and/or Early Development
SSM	Stormwater Standards Manual

SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
T&B	T&B Planning, Inc.
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
USEPA	United States Environmental Protection Agency
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WILD	Wildlife Habitat
WQTR	Water Quality Technical Report

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EXECUTIVE SUMMARY

Introduction

This Draft Environmental Impact Report (EIR) has been prepared by the San Diego Unified School District (District) to evaluate the potential significant environmental effects associated with the construction and operation of the Correia Middle School Sports Complex Project (hereinafter referred to as the "Sports Complex" or the "Proposed Project) located on the existing middle school campus in the San Diego Unified School District. An EIR must contain a brief summary of the Proposed Project and its consequences in accordance with the California Environmental Quality Act (CEQA) Public Resources Code (PRC) Section 21000 et seq. and the State CEQA Guidelines (CEQA Guidelines). CEQA Guidelines Section 15123 requires that the summary identify each significant effect, the recommended mitigation measures and the alternatives that would reduce or avoid the Proposed Project's significant effects on the environment. The summary also is required to identify "areas of controversy," including issues that were raised by public agencies and the public, and "issues to be resolved," including the choice among alternatives and whether or how to mitigate the significant effects of the Proposed Project. This Introduction and Executive Summary is intended to provide a clear and simple description of the Proposed Project and its potential environmental effects pursuant to CEQA and the CEQA Guidelines.

Project Synopsis

The Proposed Project is the construction of a sports complex on the Correia Middle School campus. The following objectives of the Proposed Project describe the underlying purpose of the Proposed Project and provide a basis for the identification of a reasonable range of alternatives to be evaluated in this EIR:

- To construct an upgraded sports complex to improve the school's athletic program for its students and other students in the District that utilize the fields;
- To provide the District with the opportunity to rent the fields out to third-party athletic groups outside of regular school hours per the requirements of District Administrative Procedure No: 9205 and 9229;
- To provide an opportunity to reasonably maximize the land resources on the site to meet the existing Correia Middle School, other District schools, and community demands for recreational facilities;
- To provide an opportunity for the school to provide additional athletic programs to their students during and after school; and,
- To limit the academic time disturbances for students by providing additional evening hours for practice and events.

The Proposed Project proposes to upgrade existing on-site athletic facilities into a new sports complex on the Correia Middle School campus. The complex will include an improved softball field (including new bleachers and a concession stand with restroom facilities), track and field facilities (including a long jump pit), multi-purpose fields (including a natural turf softball field and an artificial turf rectangular play field with an irrigation type cooling system), new classroom and restroom buildings, and installation of ten field lighting poles and fixtures. During school hours, the Sports Complex will only be available for use by Correia students. After school hours, the complex will be open to

use by Correia students and limited use by Point Loma High School students. The facilities will also be rented on a limited basis to public and private sports teams/clubs for community use on evenings and weekends.

The Proposed Project is located within the Peninsula Community in the western portion of the City of San Diego. The Peninsula Community is bound on the west by the Ocean Beach Community, the Mission Bay Park Community to the north, the Midway Community, Marine Corps Recruit Depot, and San Diego International Airport to the east, and the San Diego Bay to the south. The Peninsula Community is located south of the Interstate 8 (I-8) corridor, and west of the Interstate 5 (I-5) corridor, and contains the Point Loma and Loma Alta neighborhoods, among others. The regional location of the Proposed Project is depicted on Figure 1-1 of this EIR. The Peninsula Community Planning Area occupies a major geographic feature of San Diego's coastline known as Point Loma. Point Loma is a large hill projecting into the Pacific Ocean from the north end of San Diego Bay and is a major protective feature of the harbor.

The 7.3-acre site of the proposed Sports Complex is located on the campus of Correia Middle School at 4302 Valeta Street, San Diego, CA 92107. The entire campus is approximately 19 acres and is owned by the District. The campus is bound by Valeta Street to the northeast, Famosa Boulevard to the southwest, and Cleator Community Park, a City of San Diego public park, to the west. Land uses within a quarter mile of the Proposed Project site include single and multi-family residential, active park (Cleator Community Park), and passive park (Famosa Slough open space).

Summary of Significant Effects and Mitigation Measures that Reduce or Avoid the Significant Effects

This Draft EIR has been prepared to assess the potentially significant effects on the environment that could result from implementation of the Proposed Project and the mitigation measures which could be implemented to reduce impacts to less than significant. Pursuant to CEQA, a summary of the Proposed Project's potential impacts and recommended mitigation measures is provided in Table ES-1 immediately following this Executive Summary. The table also identifies the level of significance of each impact after implementation of the recommended mitigation measures.

Based on the data and conclusions of the EIR, implementation of the Proposed Project will not result in any significant and unmitigable impacts. All identified impacts associated with the Proposed Project include: hazardous materials, biological resources, geology and soils, and paleontological resources. All of the impacts identified will be mitigated to below a level of significance with the implementation of mitigation measures.

Areas of Controversy

The CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency, including issues raised by agencies and the public, be identified in the Summary chapter of the EIR. To determine the number, scope and extent of the environmental topics to be addressed in this Draft EIR, the District prepared a Notice of Preparation (NOP) and circulated the NOP to interested public agencies, organizations, community groups and individuals in order to receive input on the Proposed Project. The District also held a public scoping meeting on May 29, 2013, to obtain public input on the Proposed Project and the scope and content of this Draft EIR. Interested parties attended the public information meeting and provided input. In addition, the District has held community task

force meetings at the school to discuss future projects at the school, the Proposed Project was discussed at several task force meetings. In addition, the Peninsula Community Planning Group has been informed of the Proposed Project by District Staff.

Copies of the NOP, dated May 10, 2013, and the notice of the public scoping meeting are located in Appendix A of this EIR. Copies of all written comments submitted in response to the NOP, and all comments provided during the public scoping meeting, are also located in Appendix A of this EIR.

Comments received in response to the NOP and public scoping meeting included statements and concerns regarding the following issues: aesthetics/lighting, noise, parking, traffic, biology, hazardous materials, and air obstruction hazards.

Issues to be Resolved by the Decision-Making Body

The Board of Education must review the Proposed Project and determine if the Proposed Project, or one of the alternatives presented in Chapter 4, or some combination of the Proposed Project components, should be adopted and implemented. If the Proposed Project is selected for adoption, the Board will be required to determine whether and how to mitigate significant impacts, certify the Final EIR, and adopt associated Findings (CEQA Guidelines Section 15091) for all significant impacts within the EIR.

Project Alternatives

CEQA requires analysis of a reasonable range of alternatives to the Proposed Project which could potentially mitigate or avoid the significant environmental impacts of the Proposed Project while meeting the basic objectives of the Proposed Project. Such analysis should include the option of having no project at all, to enable the District to weigh the advantages and disadvantages of proceeding with the Proposed Project. As further discussed in Chapter 4.0 of this EIR, the following two alternatives were considered:

- No Project/Existing Sports Complex Alternative
- Proposed Project with Limited Usage Alternative
- Reduced Intensity Alternative

The following alternatives were considered but rejected because they do not meet most of the objectives of the Proposed Project:

- Proposed Project with Built-up Site Alternative
- Alternative Site Location

The above alternatives were considered and analyzed in detail in Chapter 4.0, Alternatives, of this EIR.

TABLE ES-1
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
2.1 Hazards/Hazardous Materials		
The Proposed Project has the potential to result in a significant impact related to hazards and hazardous materials associated with burned waste that has been identified within portions of the fill soil on where grading and excavation will occur for the Proposed Project.	**HZ-1** If burned waste is encountered during construction of the Proposed Project, that material shall be removed and disposed of at a landfill in accordance with state and local laws and regulations. At least two feet of clean fill/hardscape/landscape must be in place in areas within the burned waste footprint prior to completion of the construction of the Proposed Project, regardless of whether or not burned waste is encountered during construction. In addition, all grading and construction of the Proposed Project shall comply with the Department of Toxic Substances Control (DTSC) Final Approved Operations and Maintenance (O&M) Plan for the school site prepared by Ninyo and Moore (as discussed in detail in Appendices B1 and B2 of this EIR), which includes long-term monitoring and reporting, and an Operations and Maintenance Agreement with the DTSC that legally requires the District to implement the remedial action slope stabilization project and implement the O&M Plan, and requires consultation with appointed O&M Plan personnel. The O&M Plan identifies specific measures for mitigating hazards and hazardous materials on the Proposed Project site that shall be implemented prior to and during construction of the Proposed Project. The District shall meet all the conditions and requirements of the DTSC and the City of San Diego Solid Waste Local Enforcement Agency (LEA).	Less than Significant
2.2 Biological Resources		
The Proposed Project has the potential to result in indirect impacts associated with storm water runoff contaminated with burned waste from the existing fill on the Proposed Project site which could pose a significant impact to the Famosa Slough and Channel and its biological resources.	Implementation of HZ-1 as defined above, will reduce the potential for impacts to biological resources to occur.	Less than Significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
2.3 Geology and Soils		
The Proposed Project has the potential to result in significant geology and soils impacts associated with geologic hazards relative to the Proposed Project site, including ground surface rupture, liquefaction and seismically induced settlement, unstable soils, expansive soils, and corrosive soils.	**GS-1** All future grading and construction of the Proposed Project site shall comply with the geotechnical recommendations contained in the geotechnical report prepared for the Proposed Project (Appendix C of this EIR), as well any State of California's regulations regarding school design. The report identifies specific measures for mitigating geotechnical conditions on the Proposed Project site that shall be implemented during the design and construction of the Proposed Project. In addition, as recommended in the geotechnical report, a comprehensive geotechnical investigation, including surface investigation and subsurface investigation and laboratory testing for expansive soils, shall be conducted prior to final design and construction of the Proposed Project. The geotechnical investigation may identify additional specific measures that shall be implemented during design and construction of the Proposed Project.	Less than Significant
2.4 Paleontological Resources		
Construction of the Proposed Project has the potential to result in significant impacts to paleontological resources located under the Proposed Project site associated with excavation of potential fossil-bearing geologic formations, specifically the Bay Point Formation.	**PR-1** Prior to site grading, a qualified paleontologist (A qualified paleontologist is defined as an individual with a minimum MS or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology procedures and techniques, and who has worked as a paleontological mitigation project supervisor in the County for at least 1 year) shall be retained by the District to prepare a Paleontological Assessment Report that includes record searches and reviews of the existing literature for the project area in order to determine the likelihood of fossils being impacted. If the report identifies impacts on highly sensitive paleontological deposits that cannot be avoided, the following additional measures shall be implemented to recover remains before they are lost or destroyed. • The qualified paleontologist shall be present at the pre-construction meeting to consult with the grading and excavation contractors.	Less than significant

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	• If highly sensitive fossil-bearing deposits are likely to be impacted and the proposed construction methodology would allow for the recovery of fossils, then the following measures would be incorporated into the project Mitigation and Monitoring Reporting Program (MMRP). - If mitigation is necessary, then a Qualified Paleontologist shall attend preconstruction meetings to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. - A paleontological monitor shall be on-site on a full-time basis during the original cutting of previously undisturbed deposits of high sensitivity formations to inspect exposures for contained fossils. The paleontological monitor shall work under the direction of a qualified paleontologist. The paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. - If discovered, the Qualified Paleontologist (or Paleontological Monitor) shall recover fossils. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens, such as complete large mammal skeleton, may require an extended salvage period. In these instances the Qualified Paleontologist (or Paleontological Monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site.	

Impact(s)	Recommended Mitigation Measure(s)	Significance of Impact(s) After Mitigation
	- Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged. - Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall either be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accomplished by financial support for initial specimen storage. • A final summary report shall be completed and retained on file at the District that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.	

Source: BRG Consulting, Inc., December 2014.

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1.0 PROJECT DESCRIPTION, LOCATION AND ENVIRONMENTAL SETTING

This Draft Environmental Impact Report (EIR) has been prepared for the San Diego Unified School District (District) to evaluate the potential effects associated with the construction and operation of the Correia Middle School Sports Complex Project (hereinafter referred to as the "Sports Complex" or the "Proposed Project"). The EIR is intended to provide the San Diego Unified School District Board of Education, public agencies, stakeholders and organizations, and the general public information regarding the potential environmental impacts, mitigation measures, and alternatives to the Proposed Project.

1.1 Project Objectives

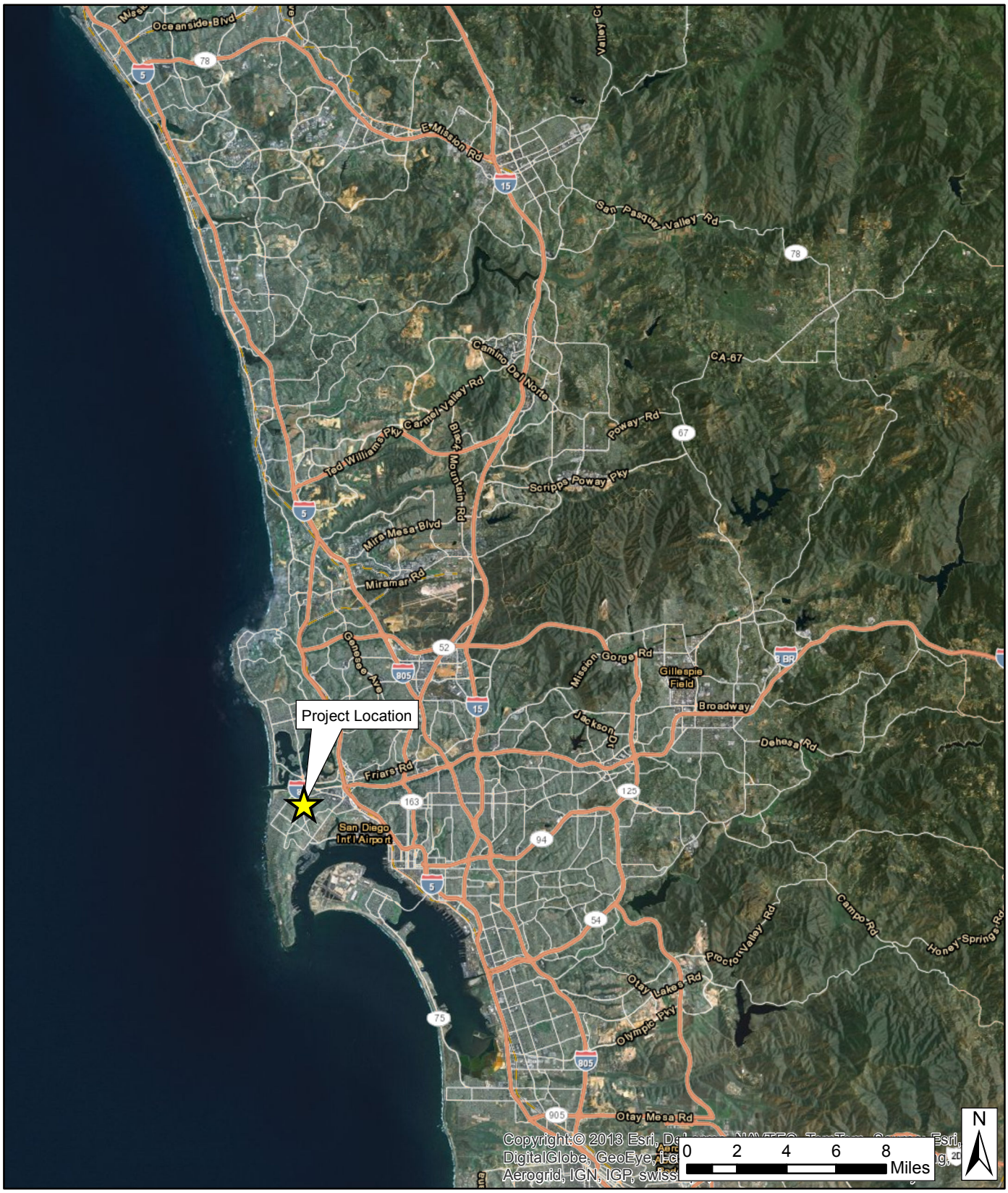
The following objectives of the Proposed Project describe the underlying purpose of the Proposed Project and provide a basis of identification of a reasonable range of alternatives evaluated in this EIR:

- To construct an upgraded sports complex to improve the school's athletic program for its students and other students in the District that utilize the fields;
- To provide the District with the opportunity to rent the fields out to third-party athletic groups outside of regular school hours per the requirements of District Administrative Procedure No: 9205 and 9229;
- To provide an opportunity to reasonably maximize the land resources on the site to meet the existing Correia Middle School, other District schools, and community demands for recreational facilities;
- To provide an opportunity for the school to provide additional athletic programs to their students during and after school; and,
- To limit the academic time disturbances for students by providing additional evening hours for practice and events.

1.2 Project Location

1.2.1 Regional Location and Local Vicinity

The regional location of the Proposed Project is depicted on Figure 1-1. The Proposed Project is located within the Peninsula Community in the western portion of the City of San Diego. The Peninsula Community is bound on the west by the Ocean Beach Community, the Mission Bay Park Community to the north, the Midway Community, Marine Corps Recruit Depot, and San Diego International Airport to the east, and the San Diego Bay to the south. The Peninsula Community is located south of the Interstate 8 (I-8) corridor, and west of the Interstate 5 (I-5) corridor, and contains the Point Loma and Loma Alta neighborhoods. The Peninsula Community Planning Area contains a major geographic feature of San Diego's coastline known as Point Loma. Point Loma is a large hill projecting into the Pacific Ocean from the north end of San Diego Bay.



SOURCE: BRG Consulting, Inc., 2013

6/20/14

BRG CONSULTING, INC.

Correia Middle School Sports Complex Project EIR

Regional Location

FIGURE 1-1

The 7.3-acre site of the Proposed Project is located on the campus of Correia Middle School at 4302 Valeta Street, San Diego, CA 92107. The entire campus is approximately 19 acres and is owned by the District. The campus is bound by Valeta Street to the northeast, Famosa Boulevard to the southwest, and Cleator Community Park, a City of San Diego public park, to the west. Land uses within a quarter mile of the Proposed Project site include single and multi-family residential, active park (Cleator Community Park), and passive park (Famosa Slough open space).

1.2.2 Project Site Location

The Proposed Project will be located on the southern portion of the Correia Middle School campus where existing athletic facilities are located. The existing facilities include: a baseball field with two dugouts in the southwestern corner, a backstop, and bleachers; a dirt track area in the northeastern corner adjacent to the Valeta Street parking lot; two asphalt basketball/tennis courts ("hard courts") with space for four courts each; and, a ten-court concrete handball area on the northwestern side adjacent to a concrete embankment leading to the classroom facilities. Three portable structures currently are located between the Valeta Street parking lot and the easternmost basketball/tennis courts, which will be removed. Along the western boundary of the park is a chain-link fence and approximately 20-foot vegetated buffer that separates the Proposed Project site from the adjacent Cleator Community Park. Along the north, east, and south boundaries of the Proposed Project site there is an embankment that slopes down from the chain-link fence around the perimeter of the site to Famosa Boulevard and Valeta Street. The intersection of Famosa Boulevard and Valeta Street is approximately 30 feet below the grade of the Proposed Project site, which is at an elevation of approximately 50 feet AMSL (above mean sea level).

As shown on Figure 1-2, Correia Middle School is located in an urbanized, primarily residential neighborhood, with some undeveloped open space nearby. To the north of the Proposed Project site is a public parking lot and trailhead for the Famosa Slough open space park, which drains into the San Diego River approximately one-half mile to the north; multi-family residential to the east; single-family and multi-family residential to the south; and, the Cleator Community Park to the west.

1.3 Project Description

The Proposed Project is the construction and operation of a new Sports Complex on the Correia Middle School campus. The complex will include: 1) a natural turf softball field that can also accommodate field sports in the outfield area; 2) an artificial turf play field with multiple markings for either one football field or a combination of two other field sports; and, 3) a hard court play area. Additional project features will include: a long jump pit; a classroom/team room building; a restroom/ concession/storage building; sports field lighting of the natural and artificial turf play areas; a new paved pedestrian walkway connecting the different sports venues; a new electrical service; new field irrigation and cooling infrastructure; and, landscaping.

During school hours, the Proposed Project will only be available for use by Correia students. After school hours, the complex will be open to use by Correia students and limited use by Point Loma High School students, and could also be rented on a limited basis to public and private sports teams/clubs for community use on evenings and weekends in accordance with the District's Administrative Procedures No. 9205 and 9229.

This EIR analyzes the impacts of construction and operation of the Proposed Project compared to the operation of the existing athletic facilities on the school campus. The following provides a more detailed description of Proposed Project. Figure 1-3 depicts the conceptual site plan for the Proposed Project.

SOURCE: Esri, 2013; SanGIS, 2013

9/26/13

BRG CONSULTING, INC.

Correia Middle School Sports Complex Project EIR

Local Vicinity

FIGURE

1-2

SOURCE: AVRP Studios, 2014

12/2/14

BRG CONSULTING, INC.

Correia Middle School Sports Complex Project EIR

Conceptual Site Plan

FIGURE

1-3

1.3.1 Project's Component Parts

As described above and as depicted on Figure 1-3, the physical layout of the Proposed Project includes multi-use fields, a new softball field, hard courts, a long jump pit, two buildings, field lighting, and landscaping. The following describes the specific development components proposed within the Sports Complex based upon preliminary design:

1. Multi-use Fields
   - The artificial turf portion of the sports complex will be provided with markings for two parallel playfields with their long dimensions in the northwest/southeast orientation and a superimposed playfield with its long dimension oriented in the southwest/northeast direction. The parallel fields will be marked for lacrosse (330' long x 180' wide), soccer (300' long a 180' wide) and field hockey (300' long x 180' wide) and the perpendicular field will be marked for football (360' long x 160' wide). Most fields meet the size requirements of the National Federation of State School Association's standards for competitive play areas;
   - The equipment for the multi-use fields will include: removable football goal posts; removable soccer goals; removable lacrosse goals; removable field hockey goals; and, associated corner markers for each sport, as appropriate; and, One set of portable five (5) row aluminum bleachers (300 seats) will be placed along the northeastern end of the multi-use field.
2. Softball Field (replace the existing baseball field)
   - The natural turf portion of the sports complex will include a softball field with: 60' base paths; a 250' outfield fence line; and 25' wide foul areas. The softball field will be positioned so that the turf area beyond the skinned infield can be used to accommodate field sport play, including football (360' x 160') or an oversized soccer field (360' x 200');
   - The softball field will be provided with: an illuminated scoreboard; roofed dugouts and fence-enclosed bullpens; and new aluminum bleachers (not to exceed the seating capacity of the existing baseball field currently occupying the site [approximately 200 seats.
3. Hard Court Area
   - Six to eight tennis/basketball courts with fence enclosure; and,
   - One basketball court.
4. Field Lighting
   - Based on preliminary design, ten light poles are proposed to provide field lighting at multiple locations within the field. Figure 1-3 depicts the proposed location of each of the poles. Pole heights will range from 70 and 80 feet in height (2 @ 70' and 8 @ 80'). Each pole will support an array of 5-12 1,500W light fixtures (total of 92 fixtures). In addition, each fixture will be fitted with an external visor to reduce glare and a reflective insert to focus light onto the playing field.
5. Additional Features
   - Long jump pit and runway, including a rubberized runway and a sand landing pit;
   - Approximately 6,200 square foot two-story classroom/team room building and related parking lot improvements (this building will replace two existing portable classroom buildings and one portable restroom located in the same area);

- Approximately 1,000 square foot concession/restroom/equipment storage building located for convenient access to and from the play fields and spectator areas;
- A handicap accessible concrete walkway extending from the sports complex entrance to the softball field, the multi-use play areas and the hard court area as well as the two new buildings; and,
- A new 480-volt electrical service to provide the power required for the field lighting and the new structures.

1.4 Sports Complex Operations

Currently, athletic events at Correia Middle School are possible only during daylight hours. These existing events include school physical education programs and softball games. With development of the Proposed Project, the new permanent field lighting will allow for sporting events, such as team practices and community league sports team events to be held at night after school hours. In addition, the Proposed Project will be available for weekend rentals by non-school related sports leagues as allowed under the District's Administrative Procedures No. 9205 and 9229 (i.e., soccer, youth sports, etc.), as well as special District events such as school graduation events.

As such the Proposed Project is anticipated to accommodate expanded uses of the facility. These uses can include school related practices and competitions (games); special events such as graduation and pep rallies; community uses (like club sports) and events (such as ASB events); and other various uses. The expanded use of the Proposed Project is expected to occur due to increased demand (resulting from an expanding athletic program and because the new field may be preferred over other older fields) and because the lights will accommodate usage after sunset.

Approving and scheduling uses of the Proposed Project is under the ultimate authority of the Board of Education. However, the Principal will have responsibility for coordinating and scheduling day-to-day usage. The schedule for using the Proposed Project will have the potential to change every year as athletic programs expand and change, and as different community needs and events are identified. Therefore, it is difficult to forecast what the likely usage of the Proposed Project will be. In accordance with District Administrative Procedure No. 9205, school facilities are to be made available after 5:00 pm on school days and after 8:00 am on non-school days when the proposed outside use does not interfere with the District's educational program or maintenance of the facilities. Upon approval of the principal, school facilities may be made available before 5:00 pm on school days, even when school is in session, or before 8:00 am on non-school days, for groups and activities eligible for free use of facilities. Upon approval of the Rentals Office, Real Estate Department, facilities may be made available before 5:00 pm on school days after school is out for groups and activities not eligible for free use. The Proposed Project is proposed to be available for use any day of the week up until an 11:00 pm mandatory cutoff time for the lights. The typical uses associated with the Proposed Project are provided in Table 1-1. As shown in Table 1-1, various games, practices, and events are anticipated that would require the use of the field lights. Table 1-1 provides the typical ending time for those activities. The school would minimize the operation of the lights when they are not in use. The majority of these uses currently do not occur at the school but they are considered likely to occur with the implementation of the Proposed Project.

To provide a conservative assessment of potential impacts resulting from the use of the Proposed Project, this document considers the potential effects of usage of the complex on any day of the week. It was also assumed that the lights could be used any day up to 11:00 pm

Third Party Use of the Sports Complex

The District may allow third parties to utilize the Proposed Project. The District in July 2014 revised Administrative Procedure 9229 regarding use of District athletic fields and lighted stadiums in accordance with the Civic Center Act. Under the Civic Center Act, organizations, clubs, and associations formed for recreational, educational, political, economic, artistic or moral purposes are permitted by state law and district policy to use school buildings and grounds. "Civic Center use" must be subordinate to and not interfere with the instructional program or other public school purposes. Such use may be on either a free or a rental-charge basis. Upon receipt of a facilities use request from an outside group, the District shall consider whether the proposed use is appropriate for the requested facility; considering the potential impact on the school and the community, the availability of sufficient parking, security, custodial services, restrooms and other services needed to accommodate the use. The District may direct an outside group to that facility most appropriate for the proposed use, taking into account the above factors.

The Board of Education, in accordance with Administrative Procedure 9229, may adopt site-specific field use policies which take into consideration the specific needs and constraints of the campus; including the specific needs and practices of the school, the adequacy and condition of the facility, the physical location of the site, the needs of the community, the impact of the Proposed Project on the surrounding community, and the extent to which negative impacts to the surrounding community can be mitigated by the employment of reasonable restrictions. A site specific field use policy has not been developed for Proposed Project at Correia Middle School.

Sports Complex Weekly Usage Estimate

To provide a conservative assessment of potential impacts resulting from the use of the Proposed Project, this document considers the potential effects of usage of the Proposed Project for school or third parties on any day of the week. It was also assumed that the lights could be used any day up to 11:00 pm.

Table 1-1
Typical Sports Complex Usage

Use/Activity	Season	Number per Season*	Attendance	Typical Days	Typical Latest Time	Lights Likely to be Used
School District Uses						
Softball Practice – Var, JV, Fresh	Any	Weekly***	Low	Mon-Sat	8:00 pm	Y
Softball Games– Var, JV, Fresh		150	Med	Mon-Sat	8:00 pm	Y
Correia Sports Teams		Weekly***	Low	Mon-Sat	8:00 pm	Y
Graduation**	June	1	High	Any	6:00 pm	N
Other School Events	Any	>5	Med	Any	10:00 pm	Y
Community Uses						
Youth Pop Warner Practice	Aug-Nov	70	Low	Mon-Sun	10:00 pm	Y
Youth Pop Warner Game	Aug-Nov	5	Low-Med	Sat	10:00 pm	Y
Youth Club Sports	Year round	Weekly***	Low-Med	Any	10:00 pm	Y
Adult Club Sports	Year round	Weekly***	Low-Med	Any	10:00 pm	Y
Civic Center Use	Year round	Occasional****	Low-Med	Any	10:00 pm	Y

*All numbers and indications are approximate.
**Graduation is an existing event at the school, there will be no change in this event.
***Weekly = one or more days per week repeated on a weekly basis
****Occasional = an event that may occur a few times in a year, some of these events may only occur once.
Attendance: Low=<50; Med=50-300; High=300-1500+ attendees
Source: SDUSD and BRG Consulting, Inc., 2014.

To provide a conservative assessment of potential impacts resulting from the use of the Proposed Project, this document considers the potential effects of usage of the complex on any day of the week. It was also assumed that the lights could be used any day up to 11:00 pm. However, as shown on Table 1-1, even with a robust athletic program and some accommodation of other general uses, it is unlikely that intensive events, such as a highly attended event, will occur on a frequent basis.

1.5 Design Features

1.5.1 Complex Lighting

The Proposed Project includes the following artificial lighting improvements: Musco Light-Structure Green™ sports lighting system throughout the site. Based on preliminary design, a total of ten light standards are proposed to be constructed on-site. Four (4) light standards will be constructed in the southern portion of the site to illuminate the upgraded softball field. Six (6) lighting standards are proposed at the perimeter of the three multi-use fields in the northern portion of the site, with two (2) lighting standards occurring at the southwestern portion of the fields, two (2) lighting standards at the northeastern portion of the fields, and two (2) lighting standards proposed at the northwestern and southeastern edges of the field. In total, 92 luminaires will be installed on the ten lighting standards proposed as part of the Proposed Project. In addition, each fixture will be fitted with an external visor to reduce glare and a reflective insert to focus light onto the playing fields.

The light fixtures on the ten proposed lighting poles are designed to be fully shielded and directed onto the athletic fields with no light spillage onto adjacent property. A mandatory cutoff of 11:00 pm will be established for use of the lights. As noted in Table 1-1, the latest events are anticipated to end by approximately 10:00 pm.

1.5.2 Landscaping

A retaining wall is proposed to be constructed at the base of the embankment along the south, east, and north sides of the Proposed Project site along Famosa Boulevard and Valeta Street as part of a separate slope stabilization project that is anticipated to be completed by the District by the end of 2016. The embankment area will eventually be landscaped with shrubs, trees, and vines in accordance with the City-approved planting plan. This will provide ornamental trees around the perimeter of the Proposed Project site that will potentially provide additional screening of the light fixtures to be installed. In addition, ornamental landscaping will be installed on-site as part of the Proposed Project.

1.6 Access/Transportation

Currently, access to the existing athletic fields is provided from the northern parking lot adjacent to Valeta Street. A pedestrian gate is also located in the southern portion of the site adjacent to Famosa Boulevard. The District has indicated that the existing points of access adequately serve the site and will continue to be the access points for the site.

1.7 Grading and Construction

Construction of the Proposed Project will include demolition and grading operations (i.e., removal of three existing portable structures, softball field bleacher demolition and support construction, pavement demolition and clearing,

debris hauling to dumpster(s), soil excavation, etc.). The maximum amount of soil that may potentially be exported from the site is approximately 7,000 cubic yards (CY).

Construction is anticipated to start the first quarter of 2017 and will be completed within approximately 10 to 12 months. Construction of the Proposed Project will occur between the hours of 7:00 am and 7:00 pm Monday thru Friday, in accordance with City of San Diego Noise Ordinance operational requirements for construction. Construction staging areas will be located on the school site.

1.8 Technical, Economic, Environmental Characteristics

1.8.1 Technical Characteristics

The City of San Diego provides potable water and sewer service as well as police and fire protection to this property. In addition, the site is serviced by District police officers.

1.8.2 Environmental Characteristics

The environmental constraints and characteristics for this project are discussed in the following chapters of this EIR. Where applicable, identification of impacts and feasible mitigation measures are included in this analysis. The Proposed Project is located in a completely developed area and does not contain any sensitive biological resources, agricultural resources, mineral resources, or existing population and housing on the Proposed Project site.

1.9 Environmental Setting

1.9.1 Aesthetics/Lighting

There are no designated scenic highways or designated public scenic vantage points within the Proposed Project vicinity or with views through the subject property. Existing views onto the site are available from the immediately surrounding land uses, which consist of single- and multi-family uses, beyond this is the Famosa Slough, an open space wetland area. Currently, there are no permanent, artificial lighting elements on-site to provide illumination for the softball, basketball or multiuse fields and there are no sources of substantial glare on the Proposed Project site. With exception of the open space that occurs immediately to the southeast of the Proposed Project site, the nearby Famosa Slough, and the Cleator Community Park, street lighting is prevalent throughout the surrounding area.

1.9.2 Air Quality

The Proposed Project site is located within the San Diego Air Basin (SDAB) area. The climate often varies dramatically over short geographical distances. Most of Southern California is dominated by high-pressure systems for much of the year, which keeps San Diego mostly sunny and warm. Typically, during the winter months, the high pressure system drops to the south and brings cooler, moister weather from the north. It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SDAB. These inversions are caused when a thin layer of the atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning.

The SDAB continues to have a transitional-attainment status of federal standards for Ozone (O_3) and total suspended particulate matter smaller than ten microns in diameter (PM_{10}). The Basin is either in attainment or unclassified for federal standards of carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead. Factors affecting ground level pollutant concentrations include the rate at which pollutants are emitted to the atmosphere, the height from which they are released, and topographic and meteorological features. Air pollutants transported into the Basin from the adjacent South Coast Air Basin (Los Angeles, San Bernardino County, Orange County, and Riverside County) substantially contribute to the non-attainment conditions in the SDAB.

The closest monitoring station to the Proposed Project is the San Diego Beardsley Monitoring Station, located approximately 5.6 miles from the Proposed Project site. Table 3.1.2-2 identifies the criteria pollutants monitored and depicts the ambient air quality summary for the San Diego Beardsley Monitoring Station from 2010 through 2012. Exceedances of state standards for PM_{10} occurred each year at the San Diego 1110 – Beardsley Street Monitoring Station in the last three years and federal standards for $PM_{2.5}$ were exceeded once in 2012. All other criteria pollutants were within both federal and state standards, or not monitored. Background CO levels are generally low.

1.9.3 Biological Resources

The Proposed Project is located on the campus of Correia Middle School at 4302 Valeta Street, which is not located within the San Diego Multi-Habitat Planning Area. The Proposed Project will be developed entirely within the boundary of the existing school campus and within the current location of the athletic facilities. The Proposed Project site is currently developed and does not support sensitive biological resources. The portion of school property located at the corner of Valeta Street and Famosa Boulevard lies within close proximity to the southernmost portion of the Famosa Slough. The Famosa Slough is a 37-acre wetland located between Ocean Beach and the San Diego Sports Arena area (Friends of Famosa Slough, 2010). It is bisected by West Point Loma Boulevard and bordered by Famosa Boulevard on the west. The channel portion of the slough extends from West Point Loma Boulevard, northward, to the San Diego River Channel. The slough is flushed with salt water from the river channel and also collects rainwater from the surrounding neighborhood. The 12-acre channel portion and the 25-acre southern potion of the slough are owned and maintained by the City of San Diego. Famosa Slough is home to a variety of animal species and migratory birds, as well as a vast number of native and non-native plant species (Friends of Famosa Slough, 2010).

1.9.4 Geology and Soils

Elevations across the Proposed Project site range from approximately 56 feet above mean sea level (MSL) on the southern portion of the Proposed Project near Cleator Community Park to approximately 50 feet MSL at the northern end of the Proposed Project near Valeta Street.

The Proposed Project site is situated in the coastal foothill section of the Peninsular Ranges Geomorphic Province. Geologic mapping indicates that the near surface geology at the Proposed Project site includes the Quaternary-age old paralic deposits. Although not mapped at the site, artificial fill materials and young alluvial flood plain deposits have been encountered in a previous geotechnical evaluation at the site. As shown in Figure 3.1.4-1, the site is anticipated to be underlain by Artificial Fill (Qaf), Young alluvial flood plain deposits (Qya), and Old paralic deposits (Qop6). Groundwater is anticipated at an elevation of 6 to 10 feet above MSL.

The Peninsular Ranges Province is traversed by a group of sub-parallel faults and fault zones trending roughly northwest. Historically, the San Diego coastal region has had far fewer earthquakes than most of Southern California. The closest "active fault" is the Rose Canyon Fault, located approximately 2 miles east of the Proposed Project site and is capable of generating a 7.2 magnitude earthquake. The Rose Canyon fault is part of the regional right-lateral strike-slip fault system. The granular earth materials, located below the groundwater table, are potentially liquefiable to depths of up to approximately 30 feet below existing grades.

According to the *Geology and Soils Evaluation* prepared by Ninyo & Moore (Appendix C) the school site was constructed as a relatively level mesa with cut and fill slopes along the western and southern edges of the property, while the east-northeast and west-southwest areas were filled in with up to 45 feet of fill materials cut from other portions of the site.

The Correia Middle School campus and its immediate vicinity are mapped within hazard category 52. Category 52 is defined as "other level areas gently sloping to steep terrain with favorable geologic structure, low risk."

1.9.5 Greenhouse Gas Emissions

Greenhouse gases (GHG) are defined as those naturally occurring and anthropogenic (derived from human activities) chemical compounds within the atmosphere that absorb and reflect infrared radiation emitted by the Earth's surface. A numerical metric known as the *'Global Warming Potential'* (GWP) is a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming relative to Carbon Dioxide (whose GWP is defined as 1.0).

The gases that are widely seen as the principal contributors to human-induced climate change; they include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). The accumulation of GHGs in the atmosphere regulates the earth's temperature. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Climate within the SDAB area often varies dramatically over short geographical distances. Most of southern California is dominated by high-pressure systems for much of the year, which keeps San Diego mostly sunny and warm. Typically, during the winter months, the high pressure system drops to the south and brings cooler, moister weather from the north. It is common for inversion layers to develop within high-pressure areas, which mostly define pressure patterns over the SDAB. These inversions are caused when a thin layer of the atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air through convective overturning. Meteorological trends within the San Diego area are generally mild with daytime highs typically ranging between 68ºF in the winter to approximately 79ºF in the summer with August usually being the hottest month. Median temperatures range from approximately 58ºF in the winter to approximately 73ºF in the summer. The average humidity is approximately 64% in the winter and about 75% in the summer. San Diego usually receives approximately 10.42 inches of rain per year with February usually being the wettest month.

1.9.6 Hazards and Hazardous Materials

According to the *Preliminary Environmental Assessment Report* (Ninyo & Moore, 2006), when Correia Middle School was constructed, existing on-site fill material was mixed with burned waste material from off-site sources and heterogeneously distributed in the fill slope located along the southern and eastern portion of the site adjacent to Valeta Street and Famosa Boulevard. Indicators of burned waste have been observed along the slopes adjacent to Famosa Boulevard, as well as the area between the school athletic fields and Cleator Community Park. Laboratory tests of ash show that the burning of non-hazardous household or municipal waste tends to concentrate certain metals to levels that are hazardous under California regulations and, on occasion, federal regulations (Cal Recycle, 2013). These metals, which are not readily soluble in water, can include arsenic, beryllium, cadmium, chromium, copper, mercury, nickel, lead, and zinc (Cal Recycle, 2013).

The Point Loma Community is located adjacent to the north of the San Diego International Airport (SDIA). The Proposed Project site is located less than two miles west of SDIA, within Zone 2 (Inner Safety Zone) of the SDIA Airport Influence Area (AIA), and is located within the Review Area 1 of the Airport Land Use Compatibility Plan, which extends over much of the Point Loma Community. The Proposed Project site elevation does not exceed the Federal Aviation Authority (FAA) height notification limit, per Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. As discussed in more detail in Section 2.1 of this EIR, the Proposed Project proposes construction of one (1) 10-foot high concession stand, two (2) 70-foot high light poles, and eight (8) 80-foot high light poles. Because the tallest light pole (80') constructed at the highest on-site elevation (56 feet AMSL) will reach a maximum height of 136 feet AMSL and still be 56 feet below the 192-foot FAA Height Notification Limit for that location, the Proposed Project will not exceed any FAA Height Notification Limits.

1.9.7 Hydrology and Water Quality

The Proposed Project site is located within the Mission San Diego Sub-Area (907.11), which is part of the Lower San Diego Hydrologic Area (907.10) within the San Diego (907) Hydrologic Unit. The existing site is comprised of school buildings, the associated impervious areas, and athletic fields.

The present condition of the school site includes approximately 7.3 acres of developed athletic fields, a parking lot, and a building. The existing school site contains 13.9 acres (65%) of impervious areas. The impervious surface features within the Proposed Project area include existing parking areas, buildings, and hardscaped sidewalks. Onsite vegetation consists primarily of turf and shrubs.

The site has a high soil erosion potential. Ongoing erosion of the steep slopes is an existing condition at the site. The slope erosion is being addressed as a separate operations and maintenance project for the District. The slope will be repaired and a retaining wall be constructed along the slope by the District, which will be completed prior to construction of the Proposed Project. The Proposed Project site is not located within an existing floodplain per FEMA Flood Insurance Rate Map number 0673C1880G; therefore, the Proposed Project site is not subject to flooding.

The Proposed Project site is divided into a multiple of watershed basins with some pervious and impervious areas. All of the existing basins join with their adjacent basins before being conveyed offsite. The Proposed Project site discharges to the Lower San Diego Hydrologic Area of the San Diego Unit, which includes the Famosa Slough and Slough Channel. The San Diego River (Lower) is impaired with fecal coliform, low dissolved oxygen, phosphorus,

total dissolved solids, nitrogen, toxicity, and enterococcus. The Famosa Slough and Slough Channel 303(d) listed impairments include eutrophic. There are Total Maximum Daily Loads (TMDL) for nutrients and eutrophication pollutions for the receiving waters.

The County of San Diego Hydrology Manual Soil Hydrologic Groups map identifies the site as being located in a large area of Group B soils. Group B soils generally have a moderate infiltration rates, and consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine to coarse texture. More information is provided in Section 3.1.4 of this EIR.

1.9.8 Noise

Noise measurements collected reflect the ambient sound levels of the Proposed Project site. The current primary source of noise at the site and in the vicinity of the site is generated by traffic along Valeta Street and Famosa Boulevard. Additional sources of noise in the Proposed Project site vicinity include operations associated with Cleator Community Park, and flight operations related to SDIA. Noise-sensitive receptors near the Proposed Project site include classrooms approximately 50 feet north of the Proposed Project site and residences located approximately 150 feet southeast and northeast of the boundary of the Proposed Project site. The average existing noise levels ranged from 64.7 to 68.2 depending on the location. More information is provided in Section 3.1.8 of this EIR.

1.9.9 Transportation/Traffic/Parking

The Proposed Project is located on the Correia Middle School campus at 4302 Valeta Street. Streets adjacent to the Proposed Project include Clovis Street, Camulos Street, Montalvo Street, and Famosa Boulevard. The area around the Proposed Project consists primarily of residential uses. The campus can be accessed either directly from Valeta Street or indirectly from Famosa Boulevard through a pedestrian gate located at the existing sports fields. These streets are all currently used for daily access to Correia Middle School during the school week for academic and athletic purposes. All intersections currently operate at LOS B or better during both the AM and PM peak hours. Under existing conditions, all of the studied roadway facilities were calculated to operate at LOS C or better.

The existing paved lot adjacent to the Proposed Project has 89 on-site parking spaces available for current sports field users. There are an additional 71 parking spaces located on the north side of the school that are not planned to be used by sports field users.

1.10 Lead, Responsible and Trustee Agencies

1.10.1 Lead Agency

In conformance with §15050 and §15367 of the CEQA Guidelines, the San Diego Unified School District has been designated as the “lead agency” which is defined as the “public agency, which has the principal responsibility for carrying out or approving a project.”

1.10.2 Responsible/Trustee Agencies

Responsible Agencies are those agencies, which have discretionary approval over one or more actions involved with development of the proposed site. Trustee agencies are state agencies having discretionary approval or jurisdiction by law over natural resources affected by a project. Responsible agencies for this project include, but are not limited to the following:

Responsible Agencies

- Federal Aviation Administration – Determination of No Hazard to Air Navigation
- California Division of State Architects – Approval of Construction
- San Diego County Regional Airport Authority, Airport Land Use Commission – Consistency Determination

Trustee Agencies

- State Water Resources Control Board (SWRCB) – General Construction Permit (2012-0006-DWQ, compliance will be the contractor's responsibility).

1.11 Intended Uses of this EIR

This EIR is intended to provide information to the San Diego Unified School District Board of Education, public agencies, stakeholders and organizations, and the general public regarding the anticipated environmental impacts of the Proposed Project. Under the provisions of CEQA, the purpose of an EIR is to "identify the significant effects on the environment of a project, to identify alternatives to the Proposed Project, and to indicate the manner in which those significant effects can be mitigated or avoided" (Public Resources Code 21002.1[a]). The information in this EIR will be considered by the Board of Education in conjunction with the Board's consideration of the Proposed Project.

1.11.1 Matrix of Project Approvals/Permits

In order to certify this EIR, the Board of Education must find that it has been completed in compliance with CEQA (Public Resources Code 21000, et. seq.) and the Guidelines for the Implementation of CEQA (California Code Regulations, Title 14 §15000, et. seq.), and that all information in this EIR was considered prior to approval of this project. Project implementation will require the following approvals:

Agency	Approval
San Diego Unified School District Board of Education	• Approval of project
Federal Aviation Administration	• No Hazard to air Navigation Determination (complete)
California Division of State Architect	• Construction approval
San Diego County Regional Airport Authority, Airport Land Use Commission	• Consistency Determination (complete)

1.11.2 Related Environmental Review and Consultation Requirements

In order to define the scope of the EIR analyses, the District issued a Notice of Preparation (NOP) to city, county, and state agencies (including the State Clearinghouse), other public agencies, and various interested private organizations and individuals. The purpose of the NOP was to identify agency and public concerns regarding

potential environmental impacts of the Proposed Project. The NOP was published in the San Diego Union Tribune and the La Prensa papers and distributed on May 10, 2013. The public comment period for the NOP ended on June 29, 2013. A copy of the NOP is provided in Appendix A of this EIR. Five comments letter were received.

In addition, the District held a public scoping meeting on May 29, 2013 at the Correia Middle School Auditorium. Issues raised during the scoping process include: noise, lighting, traffic, parking, biological resources, hazardous materials, airport hazards, and hydrology/water quality.

1.12 Project Inconsistencies with Applicable Regional and General Plans

Pursuant to a Resolution of the Board of Education under California Government Code, Section 53094, the Proposed Project is exempt from the City of San Diego's Municipal Code. Therefore, the City of San Diego's adopted land use plans and policies function as advisory documents only. The Proposed Project is located within the Loma Alta Neighborhood of the Peninsula Community Planning Area in the western portion of the City of San Diego. The Proposed Project complies with the existing designated School Land Use for the site. Implementation of the Proposed Project will not result in any inconsistencies with the advisory land use plans and policies; and, therefore, no significant land use and planning impact has been identified.

1.13 List of Past, Present, and Reasonably Anticipated Future Projects in the Proposed Project Area

CEQA Guideline §15130(a) requires that "cumulative impacts shall be discussed when they are significant." Cumulative impacts involve effects that may not be significant individually, but which may increase in scope or intensity when considered together. Such impacts typically involve a number of local projects, and can result from individually incremental effects when these collectively increase in magnitude over time.

An inventory of past (under construction or approved), present (application and environmental review in process), and reasonably foreseeable future projects (known proposed projects) within the Peninsula Community Planning area was completed for this project. Based on a consultation with the City of San Diego, two cumulative projects were identified within the vicinity of the Proposed Project, which include the Point Loma High School Athletic Facilities Upgrades located at 2335 Chatsworth Boulevard and 7-11 Convenience Store planned on the northwest corner of Rosecrans Street at Hugo Street.

1.14 Growth Inducing Effects

The Proposed Project will not introduce new housing into the Peninsula Community. The Proposed Project will not require the construction of new infrastructure, such as roadways or utilities; nor will it involve any changes to existing land use and zoning designations. The Proposed Project purpose supports the existing school and community population. Furthermore, the Proposed Project site is located in a fully developed urban area. Consequently, the Proposed Project will not induce additional growth.

2.0 Significant Environmental Effects of the Proposed Project

2.1 Hazards and Hazardous Materials

Information in this section is summarized from the *Preliminary Environmental Assessment Report for Correia Middle School* prepared by Ninyo & Moore in April 2006 (Appendix B1), the *Draft Operations and Maintenance Plan for Correia Middle School* prepared by Ninyo & Moore on November 14, 2014 (Appendix B2), and the *EIR Level Geology and Soils Evaluation for Correia Middle School* prepared by Ninyo & Moore in December 1, 2014 (Appendix C). These documents are provided on the attached CD of Technical Appendices found on the back cover of this EIR.

2.1.1 Existing Conditions

According to the *Preliminary Environmental Assessment Report* (Ninyo & Moore, 2006), when Correia Middle School was constructed, fill material originating from on-site sources was mixed with burned waste from off-site sources and heterogeneously distributed in the fill area located along the southern and eastern portion of the site adjacent to Valeta Street and Famosa Boulevard and the western portion of the site adjacent to Cleator Community Park. According to the *Geology and Soils Evaluation* prepared by Ninyo & Moore (Appendix C of this EIR) the school site was constructed as a relatively level mesa with cut and fill slopes along the western and southern edges of the property, while the east-northeast and west-southwest areas were filled in with up to 45 feet of fill materials cut from other portions of the site.

2.1.1.1 Site Background and Previous Assessments

The City of San Diego Solid Waste Local Enforcement Agency (LEA) indicated that several historic refuse disposal sites were located in the vicinity of Correia Middle School and Cleator Community Park, located just west of the Proposed Project site. It is believed that debris from a nearby refuse disposal site was mixed with fill material during construction of the school site in 1958. As documented in a 1958 site plan, “miscellaneous dumped material” was reported to be mixed with the fill soil used in the athletic field areas during past construction activities. Indicators of burned waste have been observed along the slopes adjacent to Famosa Boulevard, as well as the area between the school athletic fields and Cleator Community Park. Burned waste as it is referred to in this document is the residual ash that results from low temperature combustion of solid waste. Laboratory tests of ash show that the burning of nonhazardous household or municipal waste tends to concentrate certain metals to levels that are hazardous under California regulations and, on occasion, federal regulations (Cal Recycle, 2013). These metals, which are not readily soluble in water, can include arsenic, beryllium, cadmium, chromium, copper, mercury, nickel, lead, and zinc (Cal Recycle, 2013).

Following a San Diego Unified School District (District) proposal to install a new fire main across the Proposed Project site, a *Draft Phase I Environmental Site Assessment* (ESA) (Kleinfelder, 2002) for the Proposed Project site was prepared in 2002 to determine if any recognized environmental conditions were associated with the site; however, the report was not finalized or reviewed by the California Department of Toxic Substances Control (DTSC). The ESA discussed a former incinerator and leaking underground storage tank case. According to the report, the

incinerator was constructed on asphalt concrete located on the west central portion of the campus site and burned paper products generated by the school, with waste disposed of off-site. Regulatory records reviewed in the ESA did not indicate any hazards associated with its operation. The underground storage tank was removed in 1988, and during excavation, soil was separated based on visual observations and organic vapor readings, and contaminated soil was disposed of off-site. The case was issued regulatory closure by the County of San Diego Department of Environmental Health (DEH).

In 2003, a site inspection conducted by the LEA observed burned waste (fused glass and ceramic shards) along the slopes adjacent to Famosa Boulevard as well as the sloped area between the site's athletic fields and Cleator Community Park. As a result, the suspected fill area was not disturbed, and the LEA required site assessments to evaluate the nature and extent of the burned waste, including surface sampling, drilling of borings to collect deeper samples, and the preparation of a Burned waste Management Plan for the site. Since 2005, the DTSC has been designated as the lead regulatory agency to address impacts from the burned waste that may be present in fill material at the Proposed Project site.

A *Report of Preliminary Site Assessment of Surface Soils for Correia Middle School* (Kleinfelder, 2003a) reported surface samples in areas where aged glass and ceramic shards were visually observed, and assessed whether elevated metal concentrations exist that will warrant an immediate removal action. Sixteen surface soil samples were collected on the sloped portion of the site in areas where glass and ceramic shards were observed, and analyzed for Title 22 Metals. Four background samples were also collected for comparison of metals concentrations. At the time, analytical results indicated that one sample exceeded the DTSC action level for lead of 255 milligrams per kilogram (mg/kg), which was the action level at the time the report was prepared. Currently this action level has been revised to 80 mg/kg. In addition, arsenic was reported in two samples exceeding the maximum arsenic concentration reported for the background soil samples. Kleinfelder recommended further subsurface assessment, as well as a human health risk assessment.

A *Site Assessment Report for Correia Middle School* (Kleinfelder, 2003b) was prepared to report investigations of the contamination in the fill soil at the Proposed Project site. Nine soil borings were drilled at the site in the areas of the athletic field where fill soil is known to have been placed during the original construction of the school campus. According to the analytical results, Title 22 metals were detected above the detection limits in soil samples collected, with the exception of selenium. Lead concentrations exceeding DTSC's action level at that time of 255 mg/kg (currently this level is 80 mg/kg) ranged from 423 to 69,100 mg/kg in samples that were noted to contain burned waste. Lead concentrations above the action level are present in the southwest and southeast portion of the site. Arsenic concentrations ranged from 2.99 to 14.1 mg/kg; however, according to Kleinfelder, the arsenic concentrations did not exceed background levels for the area. Six samples analyzed for dioxins and furans (formed as byproducts of combustion) contained concentrations above the reporting limit; therefore, the presence of these contaminants supports the interpretation that burned waste is present on the site.

The report indicated that burned waste and fill materials appear to be restricted to the southeast and southwest corners of the site, as shown on Figure 2.1-1. Burned waste, including burned waste , glass, and ceramic shards as encountered in the Kleinfelder borings, were not associated with a particular area of fill or a distinct layer of fill, but were encountered in visually identifiable burned waste or debris distributed in the fill portions of the site.

SOURCE: Ninyo & Moore, 2013

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Burned Waste Locations

FIGURE 2.1-1

A *Burned Waste Management Plan* (Kleinfelder, 2004) (which has since been superseded by the *Operations and Maintenance Plan* (2014) described below) was prepared by request of the LEA in anticipation of the rehabilitation of the site's sloped areas and the construction of a retaining wall along Famosa Boulevard and Valeta Street to facilitate erosion control. The LEA required a final soil cover, site security, and drainage and erosion control be implemented to minimize the exposure of the solid waste to the public and the discharge of eroded slope material in storm water runoff. The management plan contained suggestions for retaining wall design in order to meet the LEA requirements. The plan indicated that the slopes would be regraded and covered with imported fill soil as necessary, and that soil samples be collected when irrigation trenches are advanced, and if lead levels exceed the DTSC's target level, the soil be excavated and disposed appropriately. The proposed final cover was described as a two-foot thick layer of clean imported fill that would be placed over existing fill slopes. Kleinfelder also prepared a Community Health and Safety Plan to limit exposure of contaminants to workers and the community. The stabilization of the slope and the installation of the retaining wall is being addressed as a separate remedial action project by the District under the oversight of the DTSC. This work will be completed prior to the construction of the Proposed Project.

In 2005, as a response to the elevated lead concentration found in a surficial soil sample documented in the *Report of Preliminary Site Assessment of Surface Soils*, DTSC collected eight step-out soil samples to determine whether the area in the vicinity of this sample posed an immediate risk to public health and safety. Laboratory analyses indicated that the concentrations of lead in the step-out samples were below the DTSC action level of 255 mg/kg. Based on this information, DTSC determined that the area did not require immediate attention and did not pose a threat to human health.

The *Preliminary Environmental Assessment* (PEA) (Ninyo and Moore, 2006) was prepared to evaluate whether the contamination in surface soils in the playing fields presented an imminent threat to the site receptors. In the playing fields, 27 surface samples were collected and six borings were drilled to assess the chemicals of potential concern (COPCs) and eight borings were drilled to delineate the estimated cut-and-fill boundaries at the site. In the sloped areas, five hand auger locations were advanced and 14 borings were drilled to assess COPCs and the depth of fill along the slope. Lead was not detected above the DTSC action level at the time of 255 mg/kg in surface and shallow samples (within the top two feet). The sloped area on the west side of the site adjacent to Cleator Community Park was evaluated separately by Ninyo and Moore. As previously discussed, the District as a separate project will be repairing the slope prior to the construction of the Proposed Project.

A Human Health Screening Evaluation (HHSE) was performed for the playing fields and the sloped areas using previous data, as well as the data collected during the PEA. The results of the PEA, which included the HHSE, indicate that an imminent and substantial endangerment to site receptors does not exist from potentially complete exposure pathways. However, since the HHSE was performed, the DTSC has revised the action level for lead from 255 to 80 mg/kg. As part of a *Removal Action Work Plan* prepared by Ninyo and Moore in 2011, the 95% upper confidence limits for lead in surface soil was calculated and compared to the revised DTSC action level. Lead concentrations in surface soils were below the DTSC's revised action level in the playing fields, but slightly exceeded the revised action level in the sloped areas along Valeta Street and Famosa Boulevard.

In 2011, a *Removal Action Work Plan* (RAW) (Ninyo & Moore, 2011) was prepared in order to identify necessary soil remedial actions, and was approved by the DTSC. These actions included utilizing the existing ground cover as a

two-foot thick protective soil barrier cap on the athletic fields; installing a retaining wall and performing other slope stabilization measures (e.g., additional fill placement, vegetative cover) to minimize erosion and act as a protective soil barrier cap in the sloped areas along Famosa Boulevard and Valeta Street; and, implementing institutional controls (ICs) to ensure the integrity of the cap is maintained and to minimize the potential for exposure to burned wastes/impacted soils (Ninyo & Moore, 2013). The RAW stated that the slight lead exceedance that resulted from the revision of the DTSC action levels post-HHSE did not represent an imminent or substantial health risk to site receptors based on the current use and accessibility of the area (i.e., steep vegetated slope with partial fencing to limit access). In accordance with the RAW, as a separate remedial action project the District will be stabilizing the slope along Famosa Boulevard and Valeta Street and constructing a retaining wall along these sloped areas.

In 2013, an *Operations and Maintenance Plan* (O&M Plan) (Ninyo & Moore, 2013) was prepared to protect public health, establish protocols and methods to prevent uncontrolled exposures to the burned waste, and provide mechanisms to maintain and ensure the effectiveness of the soil barrier cap. The O&M Plan was recently updated to address DTSC comments and is now dated November 14, 2014. Procedures include ICs, such as long-term monitoring and reporting in compliance with applicable California Code of Regulations (CCR) Title 27 requirements, and a land use covenant to protect the integrity of the cap. Additionally, an Operations and Maintenance Agreement with DTSC , which legally requires the District to complete remedial activities described in the RAW and to implement the O&M Plan under DTSC oversight, including required consultation with District-appointed O&M Plan personnel if intrusive activities at the Proposed Project site are proposed. The O&M Plan specifies that intrusive activities include construction work such as digging, trenching, excavating, grading, and other soil movement activities. The District is currently in the process of revising the O&M Plan under the oversight of the DTSC. Therefore, the Proposed Project shall comply with the final approved plan and not the plan attached to EIR (Appendix B2)

2.1.1.2 Airport Uses

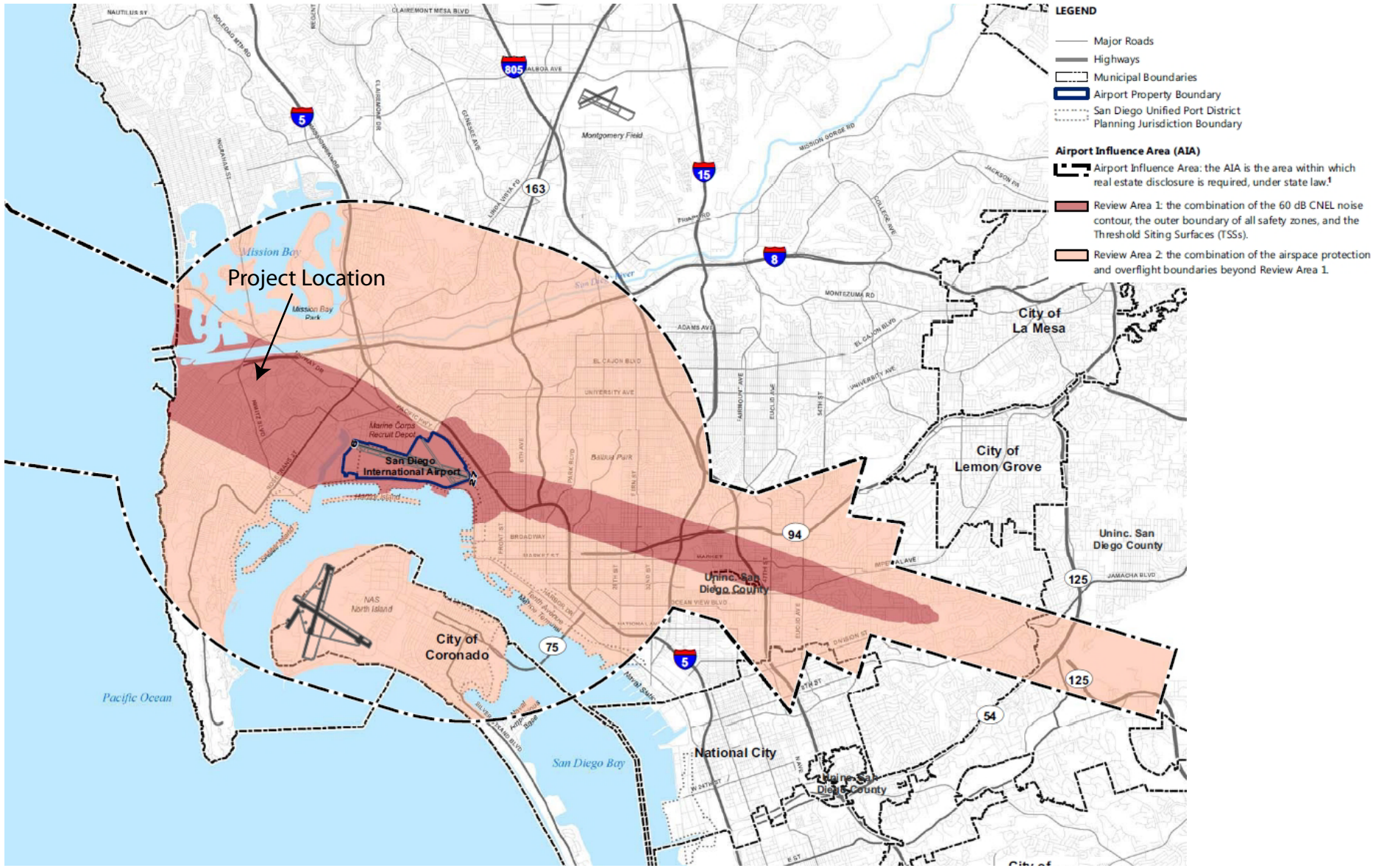
The Point Loma Community is located to the north of the San Diego International Airport (SDIA). The Proposed Project site is located less than two miles west of SDIA, within Zone 2 (Inner Safety Zone) of the SDIA Airport Influence Area (AIA), and is located within the Review Area 1 of the Airport Land Use Compatibility Plan, which extends over much of Point Loma Community (as shown in Figure 2.1-2).

As shown on Figure 2.1-3, the existing Proposed Project site elevation does not exceed the Federal Aviation Authority (FAA) height notification limit, per Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace.

2.1.2 Impact Thresholds

For purposes of this EIR, a significant Hazards and Hazardous Materials impact will occurif the Proposed Project:

- *Will routinely transport, use or dispose of hazardous materials;*
- *Will release hazardous materials into the environment;*
- *Will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;*
- *Is included on a list of hazardous materials sites;*
- *Is located within an airport land use plan or, within two miles of a public airport or public use airport;*



SOURCE: San Diego County Regional Airport Authority, 2014

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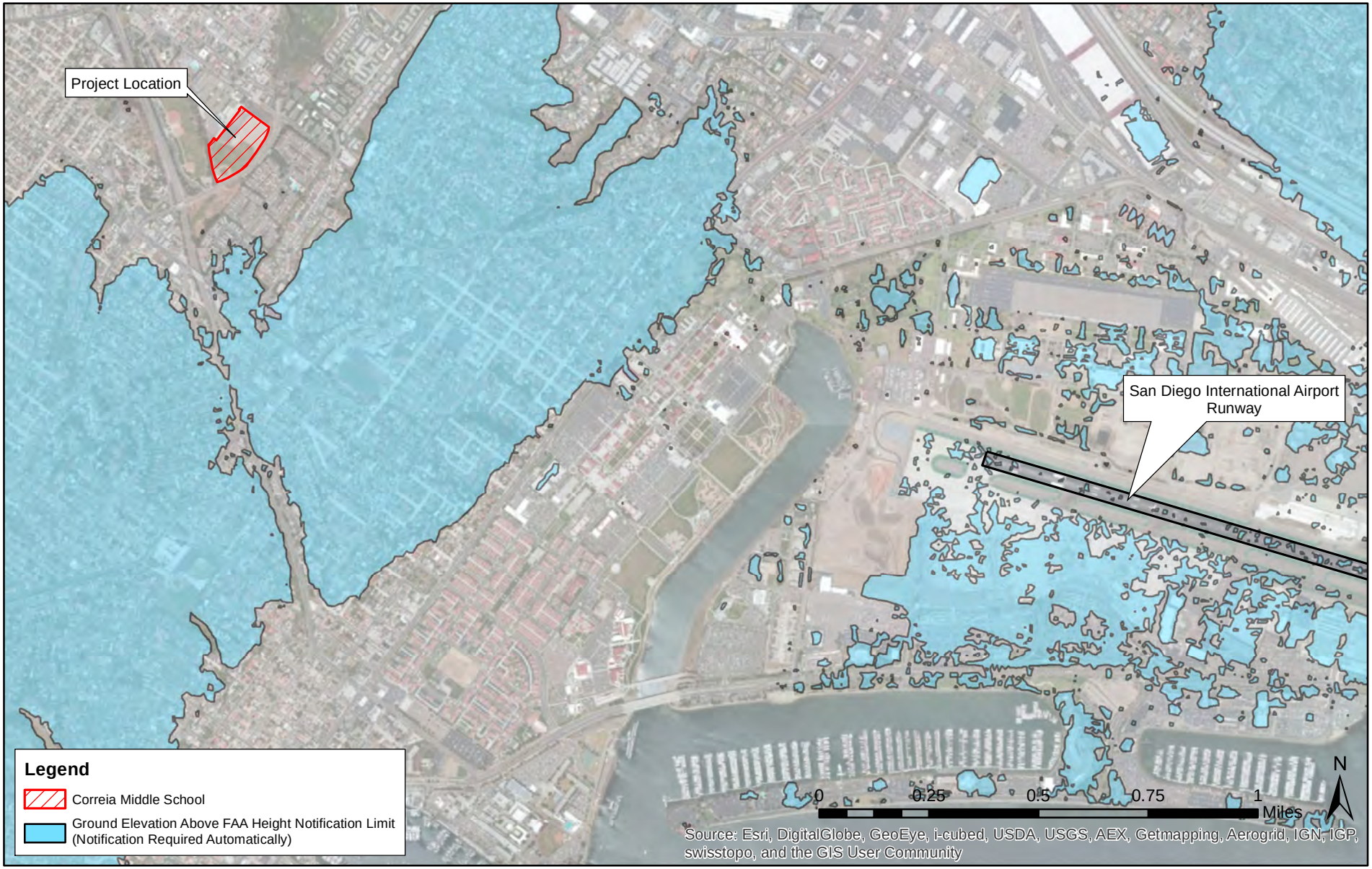
Airport Influence Area

FIGURE 2.1-2



SOURCE: Esri, 2014; SanGIS, 2014

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FAA Height Notification

FIGURE 2.1-3

- *Is located within the vicinity of a private airstrip;*
- *Impairs implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan; and*
- *Exposes people or structures to a significant risk of loss, injury or death involving wildland fires.*

2.1.3 Impacts

2.1.3.1 Hazards and Hazardous Materials

A. Transport/Use/Disposal of Hazardous Materials

The Proposed Project site is currently developed within an existing middle school campus in an urbanized area within the Point Loma Community. Operation of the Proposed Project will not emit hazardous materials or involve a significant increase in the routine transport, use and disposal of small amounts of hazardous materials currently associated with typical school cleaning and maintenance. The use of garden and household chemicals can be expected as part of landscaping maintenance; however, risk to human health is not anticipated as the District will be required to use, store, and dispose of any hazardous materials in compliance with all applicable federal, state, and local regulations. Significant amounts of hazardous materials historically have not been stored or used on the site and the amount of such substances used/stored onsite and disposed is not expected to change noticeably with the Proposed Project.

Construction of the Proposed Project involves excavation within and below the two foot cap in the areas where burned waste may be encountered. Therefore, there is the potential that burned wastes may be excavated, and will then require transportation and disposal of a hazardous waste. The potential need to transport and dispose of hazardous waste is considered a potentially significant effect of the Proposed Project. However, with the implementation of Mitigation Measure HZ-1, which requires which requires the RAW to be implemented prior to the construction of the Proposed Project and the O&M Plan to be implemented during the construction of the Proposed Project, impacts related to the transport/use/disposal of hazardous materials associated with the Proposed Project will be reduced to a level less than significant.

B. Existing Hazardous Materials

The Proposed Project site is not included on a list of hazardous materials sites. In addition, none of the known properties within a quarter mile of the site have reported releases of hazardous materials or waste and are not considered a significant human health issue related to the development of the Proposed Project. Air toxics “Hot Spots” were not identified on or within one-quarter mile of the site.

However, the Proposed Project site was constructed using fill material that had been mixed with burned waste, at the east corner of the site, along the Famosa Boulevard and Valeta Street slopes, and at the slope on the western edge of the site, adjacent to Cleator Community Park (Figure 2.1-1). The burned waste mixed with the fill soil is characterized by elevated, and sometimes hazardous, concentrations of metals, particularly lead, dioxins/furans, and polycyclic aromatic hydrocarbons (Ninyo & Moore, 2006). Although the burned waste is buried between two and 45 feet below ground surface, construction activities associated with the Proposed Project include grading and excavation of soil up to eight feet below the existing ground surface, which may result in an exposure of the burned

waste. Therefore, there is a potential impact based on the health risk associated with these contaminants. However, as discussed above, the District obtained approval of a RAW from the DTSC. Per the requirements of the RAW, as a separate remedial action project the District will be construction a retaining wall, placing up to two fee of clean soil, and stabilizing the sloped areas along Famosa Boulevard and Valeta Street to minimize erosion and act as a protective soil barrier cap, and implementing ICs to ensure to ensure the integrity of the cap is maintained. The District's Slope Stabilization project is a requirement of the District regardless of implementation of the Proposed Project. The Slope Stabilization project will be required to be completed prior to the start of the construction of the Proposed Project to ensure slope stability prior to the removal of any soil on the Proposed Project site.

With regards to the burned waste located on the Proposed Project site, if burned waste is encountered during construction of the Proposed Project, that material shall be removed and disposed of at a landfill in accordance with state and local laws and regulations. In addition, at least two feet of clean fill/hardscape/landscape must be in place within the burned waste footprint area prior to completed of the construction of the Proposed Project regardless of whether or not burned waste is encountered during construction. In addition, as discussed above, an O&M Plan (Ninyo & Moore, 2014) was prepared that includes procedures to be implemented if intrusive activities are planned to be conducted at the portions of the Proposed Project site underlain by the burned waste. Therefore, with the implementation of Mitigation Measure HZ-1, which requires the RAW and O&M Plan to be implemented prior to and during the construction of the Proposed Project, impacts related to onsite burned waste will be reduced to a level less than significant.

C. Emergency Evacuation Plan

The Proposed Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project will not change emergency access to the site. The Proposed Project has been designed and will be constructed to include adequate emergency access pursuant to the California Education Code (Part 19, Ch. 1 & 2). The primary access to the Proposed Project site will continue to be along Valeta Street and Famosa Boulevard. Therefore, no impact is identified for this issue area.

D. Wildfires

The Proposed Project site is currently developed within an existing middle school campus in an urbanized area. There are no wildlands which withhold the potential to host a wildfire within or adjacent to the Proposed Project site. Therefore, no impact is identified for this issue area.

2.1.3.2 Air Obstructions

The significance thresholds specify that a significant impact could occur if the Proposed Project were to be located within two miles of any public airport. The Proposed Project site is located 1.8 miles northwest of SDIA, within Zone 2 (Inner Safety Zone) of the SDIA Airport Influence Area (AIA). As shown in Table 2.3-1, the existing elevations throughout the site range between 51 and 56 feet (ft) above mean sea level (AMSL), and the FAA Height Notification Limit for the site ranges from 190 ft to 199 ft AMSL. The Proposed Project proposes construction of one (1) 10-foot high concession stand, two (2) 70-foot high light poles, and eight (8) 80-foot high light poles. Because the tallest light pole (80') constructed at the highest on-site elevation (56 feet AMSL) will reach a maximum height of 136 feet AMSL and still be 56 feet below the 192-foot FAA Height Notification Limit for that location, the Proposed Project will not exceed any FAA Height Notification Limits.

Table 2.1-1
FAA Height Notification Limits

Development Feature	Distance to Runway (ft.)	FAA Height Notification Limit (ft. AMSL)	Existing Elevation (ft. AMSL)	FAA Height Notification Limit Exceedence (Existing Elevation) (ft.)	Proposed Elevation (ft. AMSL)	FAA Height Notification Limit Exceedence (Proposed Elevation) (ft.)
Light Pole 1	9,914	198	54	-144	134	-64
Light Pole 2	9,850	197	54	-143	124	-73
Light Pole 3	9,722	194	55	-139	125	-69
Light Pole 4	9,626	192	56	-136	136	-56
Light Pole 5	9,626	192	55	-137	135	-57
Light Pole 6	9,516	190	52	-138	132	-58
Light Pole 7	9,529	190	51	-139	131	-59
Light Pole 8	9,733	194	51	-143	131	-63
Light Pole 9	9,836	196	54	-142	134	-62
Light Pole 10	9,821	196	55	-141	135	-61
Concession Stand	9,972	199	56	-143	66	-133

Source: SWS Engineering, 2013; BRG Consulting, Inc. 2014.

Because of the Proposed Project's location within the SDIA AIA, the District submitted a notice of construction to the FAA for compliance with FAR Part 77, Objects Affecting Navigable Airspace. The FAA issued a determination of no hazard to air navigation for the Proposed Project on October 17, 2013. Subsequently, the District submitted an Airport Land Use Commission Consistency Determination application to the San Diego County Regional Airport Authority. On May 21, 2014, the District received a consistency determination from the San Diego Regional Airport Authority. Therefore, with the FAA and San Diego Regional Airport Authority determinations, no air obstruction impact is identified with the implementation of the Proposed Project.

2.1.3.3 Emergency Response Plan

The Proposed Project is located within an existing school site; and therefore, the emergency response will not be affected and no significant impact has been identified.

2.1.4 Cumulative Impact Analysis

Point Loma High School is located approximately 1.0 mile south of the Correia Middle School campus. Due to the distance and varying topography between the two sites, it is not anticipated that the Proposed Project, when combined with the Point Loma High School Athletic Facilities Upgrades Project, will result in any cumulative hazards or hazardous materials impacts. Any past projects are considered baseline and were included in the analysis under the existing conditions, baseline data. Therefore, cumulative hazards and hazardous materials impacts for the Proposed Project will be the same as the direct impacts for the Proposed Project. As described in the Section 2.1.3 above, implementation of the Proposed Project will not result in a cumulatively significant hazards and hazardous materials impact.

2.1.5 Significance of Impacts

The Proposed Project has the potential to result in significant hazards/hazardous materials impact associated with burned waste that has been identified within portions of the fill soil on which the Proposed Project upgrades are proposed. Therefore, there is a potential for the burned waste to be encountered during grading and excavation of the Proposed Project Site. In addition, the potential burned wastes will require the transport of this hazardous waste. These are considered potentially significant impacts. However, with the implementation of Mitigation Measure HZ-1, these impacts will be reduced to a level less than significant.

2.1.6 Mitigation Measures

Mitigation Measure HZ- 1: If burned waste is encountered during construction of the Proposed Project, that material shall be removed and disposed of at a landfill in accordance with state and local laws and regulations. At least two feet of clean fill/hardscape/landscape must be in place in areas within the burned waste footprint prior to completion of the construction of the Proposed Project, regardless of whether or not burned waste is encountered during construction.

In addition, all grading and construction of the Proposed Project shall comply with the Department of Toxic Substances Control (DTSC) Final Approved Operations and Maintenance (O&M) Plan for the school site prepared by Ninyo and Moore (as discussed in detail in Appendices B1 and B2 of this EIR), which includes long-term monitoring and reporting, and an Operations and Maintenance Agreement with the DTSC that legally requires the District to implement the remedial action slope stabilization project and implement the O&M Plan, and requires consultation with appointed O&M Plan personnel. The O&M Plan identifies specific measures for mitigating hazards and hazardous materials on the Proposed Project site that shall be implemented prior to and during construction of the Proposed Project. The District shall meet all the conditions and requirements of the DTSC and the City of San Diego Solid Waste Local Enforcement Agency (LEA).

2.1.7 Conclusion

The Proposed Project has a potential to result in a significant impact related to hazards and hazardous materials associated with burned waste. However, with the implementation of Mitigation Measure HZ-1, these impacts will be reduced to a level less than significant.

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2.2 Biological Resources

The information contained in this section discusses the potential environmental impacts of the Proposed Project associated with biological resources. Information in the *Water Quality Technical Report (WQTR)* prepared by Fuscoe Engineering, Inc. (Appendix D) and the *Geology and Soils Evaluation* prepared by Ninyo & Moore (Appendix C) was used to prepare this section. These documents are provided on the attached CD of Technical Appendices.

2.2.1 Existing Conditions

2.2.1.1 Project Area Existing Conditions

The Proposed Project is located on the campus of Correia Middle School at 4302 Valeta Street. The Proposed Project will be developed entirely within the boundary of the existing school campus and within the current location of the athletic facilities. As such, the Proposed Project site is currently developed and does not support sensitive biological resources.

According to reports from the District, when Correia Middle School was constructed, existing on-site fill material was mixed with burned waste from off-site sources and heterogeneously distributed in the fill area located along the southern and eastern portion of the site adjacent to Valeta Street and Famosa Boulevard (AECOM, 2013). According to the *Geology and Soils Evaluation* prepared by Ninyo & Moore (Appendix C of this EIR) the school site was constructed as a relatively level mesa with cut and fill areas along the western and southern edges of the property, while the east-northeast and west-southwest areas were filled in with up to 45 feet of fill materials cut from other portions of the site. As documented in a 1958 site plan, “miscellaneous dumped material” was reported to be mixed with the fill soil used in the athletic field areas during construction. Based on a site visit conducted by BRG Consulting, Inc. on June 4, 2014 and a review of the *Geology and Soils Evaluation*, the Proposed Project site is fully disturbed and contains some ornamental and landscaping vegetation.

With regards to the existing burned waste onsite, as discussed in more detail in Section 2.1 of this EIR, the City of San Diego Solid Waste Local Enforcement Agency (LEA) indicated that several historic refuse disposal sites were located in the vicinity of Correia Middle School and Cleator Community Park, located just west of the Proposed Project site. It is believed that debris from a nearby refuse disposal site was mixed with fill material during construction of the school site. Indicators of burned waste have been observed along the slopes adjacent to Famosa Boulevard, as well as the area between the school athletic fields and Cleator Community Park. Burned waste as it is referred to in this document is the residual ash that results from low temperature combustion of solid waste. Laboratory tests of ash show that the burning of nonhazardous household or municipal waste tends to concentrate certain metals to levels that are hazardous under California regulations and, on occasion, federal regulations (Cal Recycle, 2013). These metals, which are not readily soluble in water, can include arsenic, beryllium, cadmium, chromium, copper, mercury, nickel, lead, and zinc (Cal Recycle, 2013).

2.2.1.2 Off-Site Existing Conditions

A portion of the school’s property is located at the corner of Valeta Street and Famosa Boulevard, which lies adjacent to the southernmost portion of the Famosa Slough and Slough Channel. The Famosa Slough and Slough Channel is a 37-acre wetland categorized as freshwater emergent wetland habitat (FWS, 2013) located between Ocean Beach and the San Diego Sports Arena area (Friends of Famosa Slough, 2010). It is bisected by West Point Loma Boulevard, which crosses the slough with a bridge, and is bordered by Famosa Boulevard on the west. The channel

portion of the slough extends from West Point Loma Boulevard, northward, to the San Diego River Channel. The slough is flushed with salt water from the river channel and also collects rainwater from the surrounding neighborhood. The 12-acre channel portion and the 25-acre southern potion of the slough are owned and maintained by the City of San Diego. Famosa Slough and Slough Channel is home to a variety of sensitive animal species and migratory birds, as well as a vast number of native and non-native plant species (Friends of Famosa Slough, 2010).

According to the *Water Quality Technical Report* prepared for the Proposed Project, Famosa Slough is a receiving water of the Proposed Project site, which first drains to a natural channel that eventually leads to Famosa Slough and Slough Channel 0.4 miles downstream. Famosa Slough possesses a number of ecologically related beneficial uses as identified in the Water Quality Control Plan for the San Diego Basin, including:

- **Estuarine Habitat** (EST) – includes uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).
- **Marine Habitat** (MAR) – includes uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation, shellfish, or wildlife (e.g., marine mammals, shorebirds).
- **Wildlife Habitat** (WILD) – includes uses of water that support terrestrial ecosystems including, but not limited to, preservation or enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- **Rare, Threatened, or Endangered Species** (RARE) – includes uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened or endangered.
- **Migration of Aquatic Organisms** (MIGR) – includes uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.
- **Spawning, Reproduction, and/or Early Development** (SPWN) – includes uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish. This use is applicable only for protection of anadromous fish.

2.2.1.3 Multiple Species Conservation Program (MSCP)

The City is a participant in the MSCP Subarea Plan, a comprehensive, long-term habitat conservation program designed to provide permit-issuance authority for take of covered species to the local regulatory agencies. The Multi-Habitat Planning Area (MHPA) is a preserve area established by the MSCP City of San Diego Subarea Plan to delineate core biological resource areas and corridors targeted for conservation. Limited development in these areas is allowed to occur and is regulated by the Biology Guidelines (2002) and Environmentally Sensitive Lands (ESL) regulations in the City of San Diego Land Development Code.

The Proposed Project area is not located within the San Diego MHPA, as depicted on Figure 2.2-1. However, the Proposed Project site is located approximately 425 feet from an MHPA area located within the Famosa Slough. Therefore, the Proposed Project was analyzed in accordance with the City's MSCP Subarea Plan MHPA Land Use Adjacency Guidelines.

SOURCE: SanGIS, 2015; BRG Consulting, Inc., 2015

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Project Proximity to MHPA

FIGURE 2.2-1

2.2.1.4 Wildlife Movement

In an urban context, a wildlife movement corridor can be defined as a linear landscape feature of sufficient width and buffer to allow animal movement between two patches of comparatively undisturbed habitat, or between a patch of habitat and some vital resources. Regional corridors are defined as those linking two or more large areas of natural open space, and local corridors are defined as those allowing resident animals to access critical resources (food, cover, and water) in a smaller area that might otherwise be isolated by urban development.

2.2.2 Impact Thresholds

For purposes of this EIR, a significant Biological Resources impact will occur if implementation of the Proposed Project will:

- *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;*
- *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 Wildlife or U.S. Fish and Wildlife Service;*
- *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, coastal areas, etc.) or any state protected jurisdictional area not subject to regulation under Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;*
- *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;*
- *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,*
- *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.*

2.2.3 Impacts

The Proposed Project site is located within the existing developed portion of the Correia Middle School athletic facilities.

2.2.3.1 Vegetation Communities

The Proposed Project will not have any direct impacts to vegetation communities due to its location on a developed school site. As such, no significant direct impacts to vegetation communities will occur with project implementation.

A. Direct Impacts

The Proposed Project will not have any direct impacts to vegetation communities due to its location on a developed school site. Also, there are no wetlands, riparian habitat, or other sensitive natural community on or adjacent to the Proposed Project site. As such, no significant direct impacts to vegetation communities will occur with implementation of the Proposed Project.

B. Indirect Impacts

The Proposed Project will not have indirect impacts to vegetation. The Proposed Project will be required to comply with all state and federal water quality requirements, including the provision of construction and operational best management practices (BMPs) to control storm water pollution. Compliance with these requirements will ensure avoidance of the possibility of erosion and siltation into the nearby sensitive Famosa Slough, potentially resulting in indirect impacts to sensitive plant species.

With regards to the creation of new sources of toxins, toxic by-products, or other chemical runoff, as discussed in more detail in Section 2.1 – Hazards and Hazardous Materials of this EIR, the existing fill on the Proposed Project site is contaminated with burned waste, and potential indirect impacts may be associated with storm water runoff transporting burned waste from the site to the slough. This indirect impact could pose a significant impact to the Famosa Slough and Slough Channel and its vegetation communities. However, with implementation of Low Impact Development (LID)/Site Design, Source Control and Treatment Control BMPs for conformance with the State Water Resources Control Board's (SWRCB's) General Construction Permit, and Mitigation Measure HZ-1 as identified in Section 2.1 of this EIR, which requires the Proposed Project to implement a DTSC approved RAW and O&M Plan during construction, the Proposed Project's potential impact from any possible transport of burned waste to downstream vegetation will be less than significant. In addition, as discussed in Section 2.1 of this EIR, the District will be repairing the slope along Famosa Boulevard and Valeta Street as a separate operations and maintenance project to ensure no material eroded from the site enters the Famosa Slough. The slope repair project will be completed prior to any construction of the Proposed Project. Proper handling and disposal of burned waste fill material by the contractor, in accordance with the soil management plan referenced in the *Geology and Soils Evaluation*, will reduce impacts to vegetation communities to a level less than significant. Therefore, with implementation of LID/Site Design, Source Control and Treatment Control BMPs as part of the SWRCB's General Construction Permit, and Mitigation Measure HZ-1 the Proposed Project will not create any new sources of toxins, toxic by-products, or other chemical runoff that will adversely affect the MHPA preserve.

In addition, the Proposed Project will not provide any new public access points into existing native habitat that will allow for new species or domestic species introduction. No invasive, non-native plant species will be planted, seeded, or otherwise introduced to the habitats in close proximity to the Proposed Project site. Therefore, no significant impacts will occur to the adjacent sensitive and non-sensitive vegetation or habitats within the Famosa Slough.

Since the Proposed Project is a District project, and the Proposed Project is outside the MHPA preserve, the City of San Diego brush management regulations and grading requirements will not apply.

2.2.3.2 Wildlife

A. Direct Impacts

No wildlife species are present on the Proposed Project site, nor does the site contain any habitat that will support wildlife species. Therefore, implementation of the Proposed Project will not result in direct impacts to wildlife species.

B. Indirect Impacts

The closest MHPA area to the Proposed Project site is located within the Famosa Slough, approximately 425 feet northeast of the Proposed Project site. The Famosa Slough provides wildlife habitat to several wildlife species. Operational lighting could pose a significant indirect impact to wildlife species within the Famosa Slough. According to the lighting report prepared by T&B Planning (2014), a total of ten lighting fixtures are proposed under the Proposed Project. The ten lighting elements include a light spill and glare control system that is designed to minimize off-site impacts from the lighting system. As discussed in Section 3.1.1 – Aesthetics, light levels outside the pre-curfew lighting limit boundary will range from 0.0 to 0.5 foot candles (fc) during field lighting. As depicted in Figures 3.1.1-2 and 3.1.1-3, within the nearby MHPA and Famosa Slough the lighting levels generated by the Proposed Project are expected to range from 0.0 to 0.1 fc. As a frame of reference, a full moonlit night in rural areas with negligible ambient light will equal approximately 0.02-0.03 foot-candles, while a typical 30-foot tall streetlamp will have an illumination of 1.3 foot-candles at a distance of 10 feet. Per a personal communication with David Zoutendky and Patrick Gower with the U.S. Fish and Wildlife Service regarding another District athletic facility upgrades project located adjacent to sensitive habitat, no specific threshold exists for lighting impacts on wildlife and the USFWS determined that as long as the lights were focused downward, shielded, and in compliance with the MSCP Subarea Plan Land Use Adjacency Guidelines for lighting, then no impacts to wildlife are expected from the use of field lighting.

Guidelines for management of the MHPA areas are established by the MSCP Subarea Plan. As noted on Page 48 of the MSCP Subarea Plan, which provides Land Use Adjacency Guidelines for developments located next to the MHPA:

> "Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting."

As discussed in Section 3.1.1 – Aesthetics/Lighting of this EIR, all proposed lighting elements on the Proposed Project site will be directed towards the fields and away from the nearby MHPA area. All lighting elements are also shielded to reduce light trespass and glare effects beyond the boundary of the Proposed Project site. The Proposed Project and the District's separate slope repair project incorporate landscaping along the perimeter of the field that will further provide shielding of the MHPA area from the proposed lighting. Furthermore, the MHPA area is located approximately 425 feet away from the Proposed Project site. Therefore, based on these considerations, the Proposed Project is in full compliance with the MSCP Subarea Plan's Land Use Adjacency Guidelines for lighting and the Proposed Project will not result in any indirect impacts to biological resources.

In addition, as discussed in the Noise report (Appendix E of this EIR) construction activities may occur during the avian nesting/breeding season. The nearest sensitive habitat area is located to the north at the Famosa Slough, 425 feet from the nearest construction activities. At a distance of 425 feet the worst-case construction noise level will be 60 dBA Leq if all the equipment was working within the same location, which is not physically possible. The equipment will be spread out throughout the site reducing the overall noise levels at the habitat area. Thus, the construction noise levels will be below the 60 dBA Leq threshold for potential impacts to avian breeding.

Operational noise generated by the Proposed Project will not exceed any of the City of San Diego's noise standard thresholds, including the most restrictive nighttime (10:00 pm – 7:00 am) standard of 40 dBA Leq at any residential zoned property, as shown in Table 3.1.5-5 and Figure 3.1.5-2. Therefore, operational noise levels related to the Proposed Project are not anticipated to exceed the 60 dBA Leq limit generally accepted for occupied nesting bird habitat. Therefore, the Proposed Project will not result in any indirect noise impacts to wildlife species.

2.2.3.3 Wildlife Movement

A. Direct Impacts

The Proposed Project site is not located directly adjacent to any open space area. The closest open space area is the Famosa Slough, located approximately 425 feet from the Proposed Project site. The Proposed Project site does not provide a linkage between the Famosa Slough and any other surrounding open space area. Impacts to regional wildlife movement from the development of the Proposed Project site will not be considered significant. Therefore, no impact is identified for this issue area.

B. Indirect Impacts

Because of the location of the Proposed Project site on the edge of residential/community development and roadways, no additional indirect impacts to wildlife movement are expected. Therefore, no impact is identified for this issue area.

2.2.3.4 Multiple Species Conservation Plan Consistency

The Proposed Project site is located within the "urban area" of the City of San Diego MSCP Subarea Plan. The subject property lies outside of the MHPA and the City's MSCP. The Proposed Project also conforms to the MHPA Land Use Adjacency Guidelines. Therefore, the Proposed Project does not conflict with the City's MHPA. No impact is identified for this issue area.

2.2.4 Cumulative Impact Analysis

As discussed above, the Proposed Project has the potential to result in significant indirect biological resources impacts associated with storm water runoff contaminated with burned waste from the existing fill on the Proposed Project site, which could pose a significant impact to the Famosa Slough and Slough Channel and its biological resources. However, with implementation of LID/Site Design, Source Control and Treatment Control BMPs required by the General Construction Permit, and implementation of Mitigation Measure HZ-1 as identified in Section 2.1 of this EIR, impacts to biological resources will be reduced to a level less than significant. Therefore, the Proposed Project in conjunction with other cumulative projects identified in Chapter 1.0 of this EIR, will not result in a cumulatively significant biological resources impact.

2.2.5 Significance of Impacts

Because impacts to biological resources are not anticipated as a result of project implementation, there are no significant impacts associated with the Proposed Project. Indirect impacts associated with storm water runoff contaminated with burned waste from the existing fill on the Proposed Project site could pose a significant impact to the Famosa Slough and Slough Channel and its biological resources. However, with implementation of LID/Site Design, Source Control and Treatment Control BMPs as part of the SWRCB's General Construction Permit; proper

handling and disposal of burned waste fill material by the contractor in accordance with the soil management plan referenced in the *Geology and Soils Evaluation*; and the implementation of Mitigation Measure HZ-1, the Proposed Project's short-term and long-term impacts to downstream biological resources will be less than significant. There are no other potentially significant impacts to biological resources associated with development of the Proposed Project.

2.2.6 Mitigation Measures

The implementation of Mitigation Measure HZ-1 as identified in Section 2.1 of this EIR will reduce impacts to biological resources to below a level of significance.

2.2.7 Conclusion

The Proposed Project will occur entirely on the existing school site. As an existing school use on a developed site, there are no biological resources present. However, burned waste is contained within the existing fill material on-site and could potentially affect the Famosa Slough and Slough Channel which lies directly adjacent to the school and is a receiving water of the Proposed Project site. However, with implementation of LID/Site Design, Source Control and Treatment Control BMPs as part of the SWRCB's General Construction Permit; proper handling and disposal of burned waste fill material by the contractor in accordance with the soil management plan referenced in the *Geology and Soils Evaluation*; and the implementation of Mitigation Measure HZ-1 as identified in Section 2.1 of this EIR the Proposed Project's short-term and long-term impacts to downstream biological resources will be less than significant.

2.3 Geology and Soils

Information contained in this section is summarized from the *EIR Level Geology and Soils Evaluation* for the Proposed Correia Middle School Sports Complex Project prepared by Ninyo & Moore dated December 1, 2014 (Appendix C). This document is provided on the attached CD of Technical Appendices found on the back cover of this EIR. The following discussion summarizes the analysis presented in the aforementioned report.

2.3.1 Existing Conditions

A. Site Topography

Elevations across the Proposed Project site range from approximately 56 feet above mean sea level (AMSL) on the southern portion of the Proposed Project site near Cleator Community Park to approximately 50 feet AMSL at the northern end of the Proposed Project site near Valeta Street.

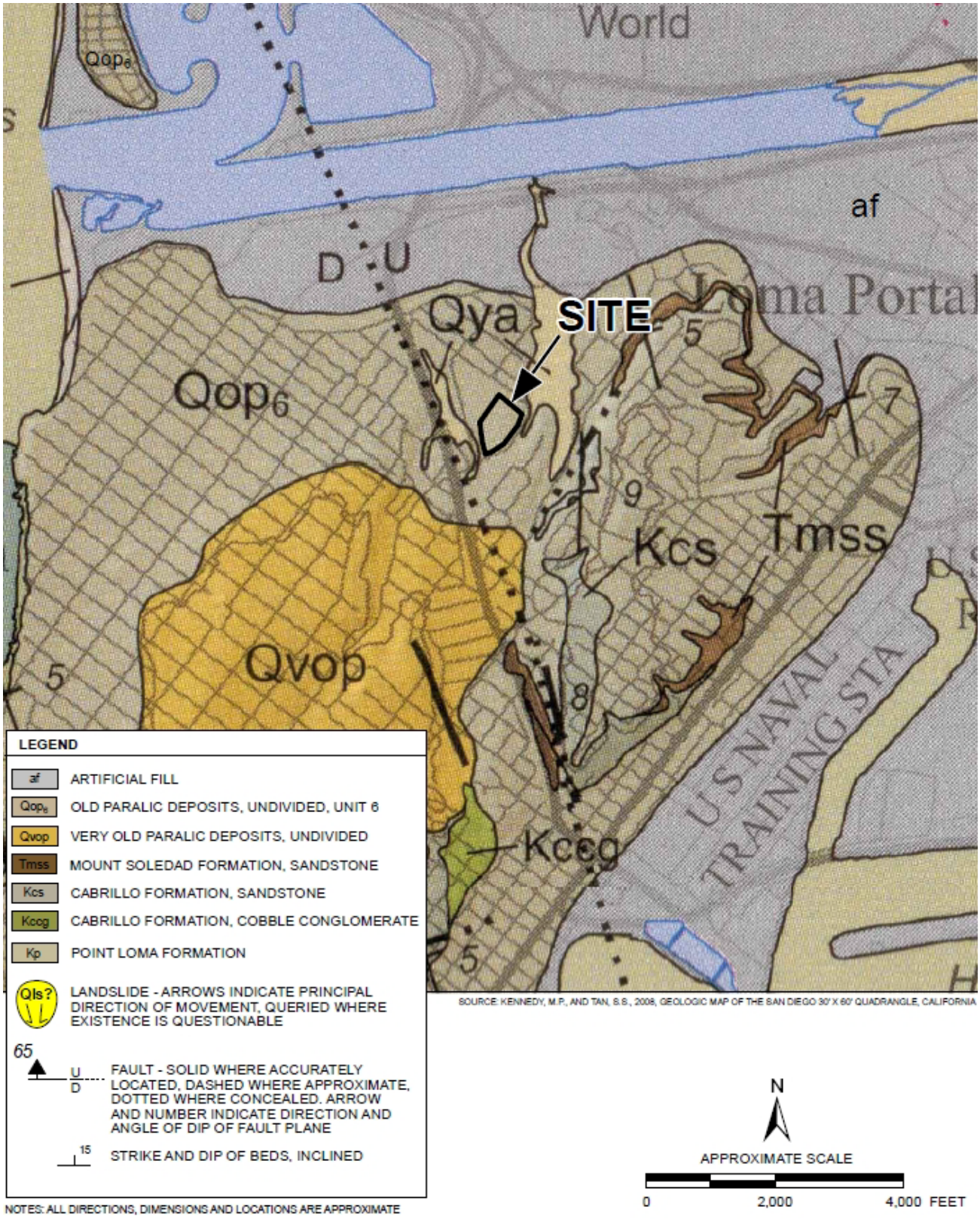
B. Geologic Setting

The Proposed Project site is situated in the coastal foothill section of the Peninsular Ranges Geomorphic Province. Geologic mapping indicates that the near surface geology at the Proposed Project site includes the Quaternary-age old paralic deposits. Although not mapped at the site, artificial fill materials and young alluvial flood plain deposits have been encountered in a previous geotechnical evaluation at the site. As shown in Figure 2.3-1, the site is anticipated to be underlain by Artificial Fill (Qaf), young alluvial flood plain deposits (Qya), and old paralic deposits (Qop_6). Burned waste including fused glass and ceramic shards are present in some of the artificial fill materials.

As further discussed in Section 3.1.4 – Hydrology/Water Quality of this EIR, groundwater is anticipated at an elevation of 6 to 10 feet AMSL. Based on the local and regional topography, groundwater in the site vicinity is anticipated to flow toward the north or west-northwest. According to the San Diego Regional Water Quality Control Board's (RWQCB) Basin Plan, the site is located in the Mission San Diego Hydrologic Subarea. Beneficial uses of groundwater in this subarea include agricultural, industrial, and processing, as well as potential use for municipal purposes. However, these beneficial uses do not apply to areas located west of Interstate 5 (I-5), which includes Correia Middle School; therefore, the site is exempt from beneficial uses.

C. Regional Seismicity

The Peninsular Ranges Province is traversed by a group of sub-parallel faults and fault zones trending roughly northwest. Several of these faults are considered active. Historically, the San Diego coastal region has had far fewer earthquakes than most of Southern California. The closest "active fault" is the Rose Canyon Fault, located approximately 2 miles east of the Proposed Project site. This fault is capable of generating a 7.2 magnitude earthquake. Other regional faults include the Elsinore, San Jacinto, and San Andreas faults to the northeast, and the Coronado Bank, San Diego Trough, and San Clemente faults to the west. Major tectonic activity associated with these and other faults within the regional tectonic framework consists primarily of right-lateral, strike-slip movement. Active faults are defined by the State of California as faults demonstrating surface rupture within the Holocene Epoch (last 11,000 years). Potentially active faults are defined as having evidence for surface rupture within the Quaternary period. Due to the presence of several active faults in the region, the Proposed Project area is considered to be seismically active. Figure 2.3-2 depicts the location of regional active faults.



SOURCE: Ninyo & Moore, 2013

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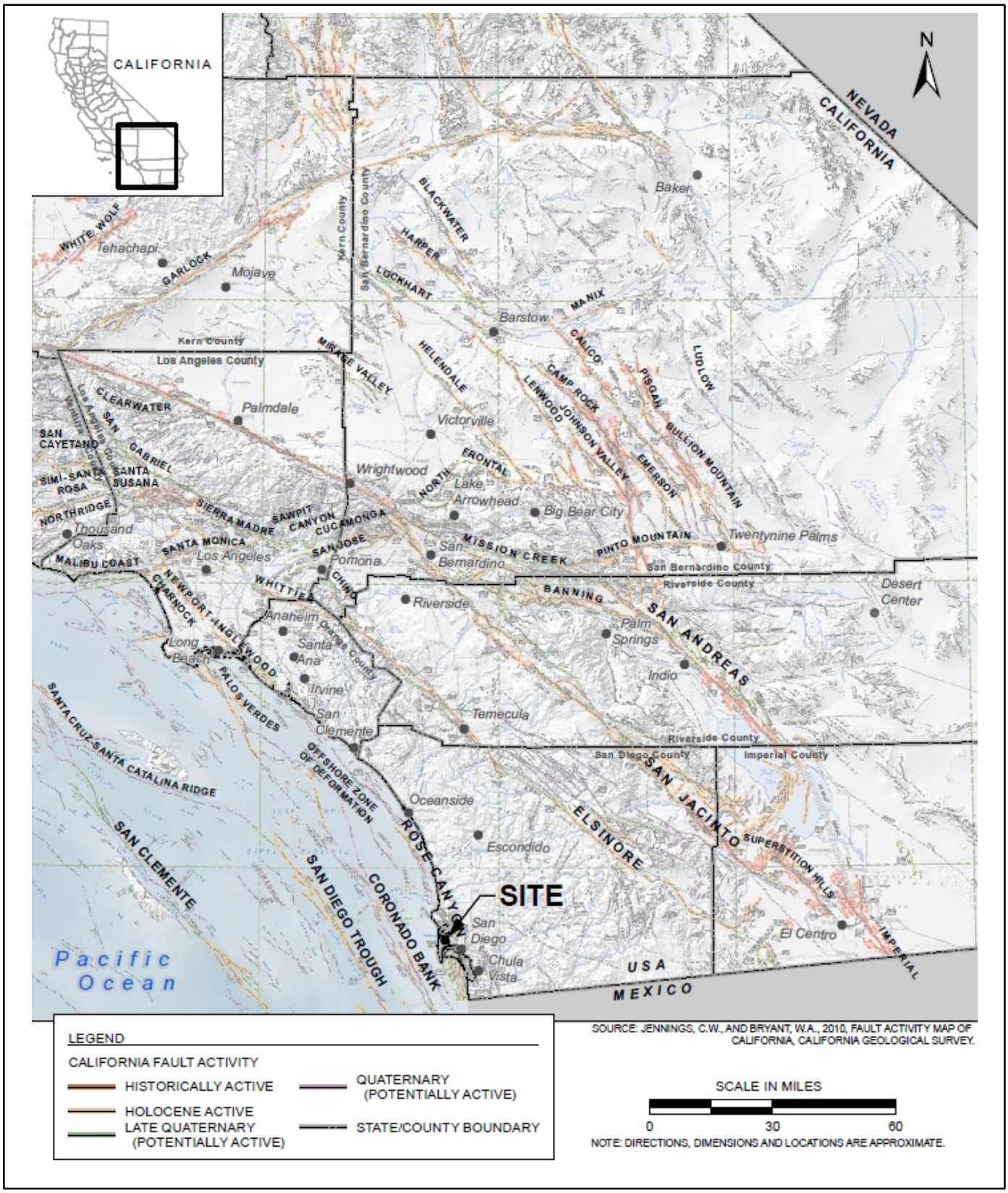
Geology

FIGURE 2.3-1



SOURCE: Ninyo & Moore, 2013

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Regional Fault Map

FIGURE 2.3-2

As shown in Figure 2.3-2, a strand of the northwest-southeast-trending Point Loma fault has been mapped approximately 400 feet southwest of the site. The Point Loma fault is mapped as being buried and is considered to be potentially active (i.e. a fault that exhibits evidence of ground displacement in the last 2,000,000 years). However, based on the inferred, buried nature of this fault and the fact that the fault is not mapped crossing the site, the seismic parameters associated with the Rose Canyon fault are considered more appropriate for design purposes.

In general, hazards associated with seismic activity include ground surface rupture, strong ground motion liquefaction, and tsunamis.

Ground Surface Rupture

Ground surface rupture due to active faulting is not considered likely in the Proposed Project area due to the absence of any known active faults underlying the site. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible.

Strong Ground Motion

Applicable building codes will be considered in the design of structures. As noted, the nearest known active fault is the Rose Canyon Fault, located approximately 2 miles east of the Proposed Project site. Additionally, as shown on Figures 2.3-1 and 2.3-3, a strand of the Point Loma fault has been mapped approximately 400 feet southwest of the site. This fault is considered to be potentially active, and does not cross the site. Table 2.3-1 below lists principal known active faults that may affect the subject site, the maximum moment magnitude (M_{max}) and the fault types.

Table 2.3-1
Principal Active Faults

Fault	Approximate Distance miles (km)[1]	Maximum Moment Magnitude (M_{max})[1]	Fault Type[2]
Rose Canyon	2 (3.2)	7.2	B
Coronado Bank	10.4 (16.8)	7.6	B
Newport-Inglewood (Offshore)	30.5 (49.0)	7.3	B
Elsinore (Julian Segment)	42.4 (68.2)	7.1	A
Elsinore (Temecula Segment)	45.2 (72.8)	6.8	A
Earthquake Valley	48.2 (77.5)	6.5	B
Elsinore (Coyote Mountain Segment)	52.7 (84.8)	6.8	A
Palos Verdes	55.3 (89.0)	7.1	B
Elsinore (Glen Ivy)	62.1 (99.9)	6.8	A

Notes:
[1]Cao, et al, 2003.
[2]California Building Code (CBC), 2010; Cao, et al. 2003.
Source: Ninyo & Moore, 2014

Liquefaction/Settlement and Unstable Soils

Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. The granular earth materials located below the groundwater table are potentially liquefiable to depths of up to approximately 30 feet below existing grades. From this, it is estimated that dynamic settlement of approximately ½ inch could occur as the result of a major nearby seismic event.

Tsunamis and Seiches

Tsunamis are long wavelength seismic sea waves (long compared to the ocean depth) generated by sudden movements of the ocean bottom during submarine earthquakes, landslides, or volcanic activity. Based on the inland location and elevation of the Proposed Project, the potential for a tsunami to impact the site is not a design consideration.

Seiches are oscillations of enclosed or partially enclosed bodies of water often generated by seismic activity. Although an unnamed pond is present on the north side of the Proposed Project site, the pond is at an elevation approximately 50 feet lower than the Proposed Project site. The potential for seiches to impact the property is not to be expected.

D. Geologic Hazards

As described in Figure 2.3-3, the Correia Middle School campus and its immediate vicinity are mapped within hazard category 52. Category 52 is defined as "other level areas gently sloping to steep terrain with favorable geologic structure, low risk."

Landsliding

No landslides or indications of deep-seated landsliding were noted underlying the Proposed Project site. As such, the potential for significant large-scale slope instability at the site is not a design consideration.

Flood Hazards

The site is not located within mapped floodplains, flood zones, or active floodways. Based on this review and our reconnaissance, the potential for dam inundation and significant flooding at the site are not design considerations.

Expansive Soils

Expansive soils generally result from specific clay minerals that have the capacity to shrink or swell in response to changes in moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures, including tilting and cracking. The near surface soils consist predominately of silt and sand, indicating the soils at the Proposed Project site may be expected to have a low potential for expansion. The nature and extent of expansive soils at the Proposed Project site will be further evaluated by subsurface investigation and laboratory testing.

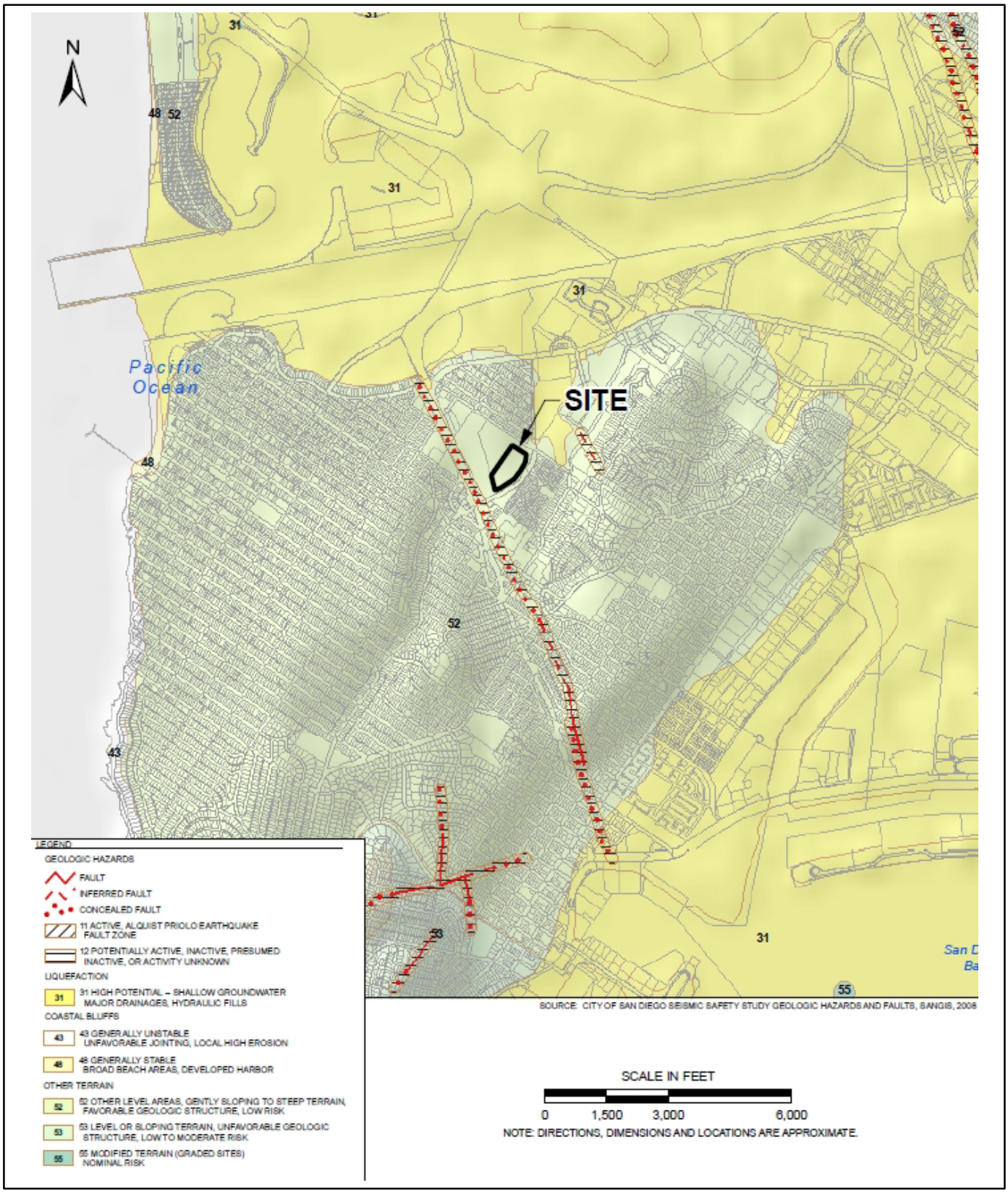
Corrosive Soils

Based on laboratory testing of project site soil samples performed in accordance with California Test Methods, soils at the Proposed Project site are not classified as corrosive according to Caltrans corrosion criteria. However, the nature and extent of corrosive soils at the Proposed Project site will be further evaluated by subsurface investigation and laboratory testing.

2.3.2 Impact Thresholds

For purposes of this EIR, a significant Geology and Soils impact will occur if implementation of the Proposed Project will:

- *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*



SOURCE: Ninyo & Moore, 2013

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Geologic Hazards

FIGURE 2.3-3

- *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,*
- *Strong seismic ground shaking,*
- *Seismic-related ground failure, including liquefaction, and/or*
- *Landslides;*

- *Result in substantial soil erosion or the loss of topsoil;*
- *Be located on a geologic unit or soil that is unstable or that will become unstable as a result of the Proposed Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;*
- *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; or,*
- *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for disposal.*

2.3.3 Impacts

A. Faulting and Seismicity

The closest known major active fault is the Rose Canyon Fault, which is located approximately 2 miles east of the Proposed Project site. Additionally, the potentially active Point Loma fault is mapped approximately 400 feet southwest of the site. The Proposed Project has a moderate potential for exposure to strong ground motion due to earthquakes on nearby active faults. However, structures will be designed in accordance with the applicable building code to mitigate strong ground shaking in the event of an earthquake on a nearby fault. Therefore, potential impacts associated with faulting, seismicity, and ground shaking will be less than significant.

B. Geologic Hazards

Ground Surface Rupture

Ground surface rupture due to active faulting is not considered likely on or adjacent to the Proposed Project due to the absence of known active faults underlying the site. However, lurching or cracking of the ground surface as a result of nearby seismic events is possible. Accordingly, with implementation of Mitigation Measure GS-1, impacts will be reduced to a less than significant level.

Liquefaction and Seismically Induced Settlement

Based on previous subsurface evaluations at the subject site, granular soils below the groundwater table may be subject to liquefaction and dynamic settlement during a nearby seismic event. Although granular soils located below the groundwater table may be subject to liquefaction and dynamic settlement during a nearby seismic event, this will not preclude the development of the proposed structures. The extent of liquefiable earth materials underlying the site

will be evaluated by subsurface investigation and laboratory testing and included in a geotechnical evaluation. With implementation of these recommendations and Mitigation Measure GS-1, the Proposed Project will not pose a significant impact related to liquefaction and seismically induced settlement.

Landsliding

No landslides have been observed on or adjacent to the Proposed Project site; therefore the potential for landslides is considered low. Therefore, a less than significant impact related to landsliding is identified with the implementation of the Proposed Project.

C. Soils

Surface and near-surface soils at the Proposed Project site are fill soils, young alluvial flood plain deposits, and old paralic deposits.

Soil Erosion

The potential for substantial soil erosion or loss of topsoil due to the Proposed Project improvements is considered low since the site was previously graded and developed for use as a school. Therefore, potential impacts associated with soil erosion will be less than significant.

Unstable Soils

As stated above, granular soils below the groundwater table may be subject to liquefaction and dynamic settlement during a nearby seismic event. With implementation of the Proposed Project, fill soils shall be placed with engineering supervision to ensure the soil is adequately compacted, contains appropriate size materials for reuse in engineered fills, and contains suitable inorganic or unexpansive materials and lack debris that may preclude their use in engineered fills. In addition, the fill soils at this site are known to contain burned waste. The contractor will be prepared to handle and dispose of these materials in accordance with the referenced soil management plan. The extent and nature of existing fill soils will be evaluated by subsurface investigation and laboratory testing and included in a geotechnical evaluation. With implementation of these recommendations and Mitigation Measure GS-1, the Proposed Project will result in a less than significant impact related to unstable soils.

Expansive Soils

Although the site soils are expected to be relatively granular and thus non-expansive, the extent of expansive soils and recommendations will be evaluated by subsurface investigation and laboratory testing. If expansive soils are present on the Proposed Project site, the following may be implemented during construction:

- The soils may be removed from distress sensitive areas and placed in deeper fill areas;
- The soils may be excavated and removed from the site; or
- The expansive soils may be treated (i.e., lime treatment) to mitigate their potential for expansion.

With implementation of these recommendations and Mitigation Measure GS-1, the Proposed Project will result in a less than significant impact related to expansive soils.

Corrosive Soils

Although the soils at the Proposed Project site are not classified as corrosive, consideration should be given to classifying the site as corrosive due to the potential presence of burned waste debris within the artificial fill underlying the site. The nature and extent of corrosive soils and recommended mitigation measures will be further evaluated by subsurface investigation and laboratory testing. If corrosive soils exist on the site, a corrosion engineer may be required to assist in the design of improvements in contact with the soil. With implementation of these recommendations and Mitigation Measure GS-1, impacts associated with corrosive soils will be less than significant.

Adequate Soils for Disposal System

The Proposed Project will not rely on septic systems for wastewater disposal. The Proposed Project receives sewer service from the City of San Diego; therefore, the Proposed Project does not require on-site soils to adequately support the use of septic tanks or alternative wastewater disposal systems.

2.3.4 Cumulative Impact Analysis

As discussed above, the Proposed Project has the potential to result in significant geology and soils impacts. However, implementation of Mitigation Measure GS-1 and compliance with CBC and DSA requirements will reduce impacts to a less than significant level. Therefore, the Proposed Project in conjunction with other cumulative projects identified in Chapter 1.0 of this EIR, will not result in a cumulatively significant geology and soils impact.

2.3.5 Significance of Impacts

The Proposed Project has the potential to result in significant geology and soils impacts associated with geologic hazards relative to the Proposed Project site, including ground surface rupture, liquefaction and seismically induced settlement, unstable soils, expansive soils, and corrosive soils. However, with implementation of Mitigation Measure GS-1 and compliance with CBC and DSA requirements, impacts will be reduced to a less than significant level.

2.3.6 Mitigation Measures

Mitigation Measure GS-1: All future grading and construction of the Proposed Project site shall comply with the geotechnical recommendations contained in the geotechnical report prepared for the Proposed Project (Appendix C of this EIR), as well as the State of California's regulations regarding school design. The report identifies specific measures for mitigating geotechnical conditions on the Proposed Project site that shall be implemented during the design and construction of the Proposed Project. In addition, as recommended in the geotechnical report, a comprehensive geotechnical investigation, including surface investigation and subsurface investigation and laboratory testing for expansive soils, shall be conducted prior to final design and construction of the Proposed Project. The geotechnical investigation may identify additional specific measures that shall be implemented during design and construction of the Proposed Project.

2.3.7 Conclusion

The Proposed Project has the potential to result in geology/soils impacts related to fill soils, expansive soils, corrosive soils, ground shaking and liquefaction. However, compliance with the requirements of the federal, state and local building codes, and implementation of Mitigation Measure GS-1 will reduce the impacts related to geology and soils to a level less than significant.

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2.4 Paleontological Resources

Information in this section is summarized from the *EIR Level Geology and Soils Evaluation for the Proposed Correia Middle School Sports Complex Project* report prepared by Ninyo & Moore, December 1, 2014 (Appendix C) and *Paleontological Resources, County of San Diego* (Deméré, 1993). The Geology and Soils Evaluation is provided on the attached CD of Technical Appendices found on the back cover of this EIR.

2.4.1 Existing Conditions

Paleontological resources represent a limited, nonrenewable, and impact-sensitive scientific and educational resource. As defined in this section, "paleontological resources" (i.e., fossils) are the remains and/or traces of prehistoric plant and animal life exclusive of man. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities.

Many fossil sites recorded in San Diego have been discovered during construction activities. This is because earth material from several feet down is brought to the surface through excavation and grading. Most fossil materials located on or near the surface are quickly destroyed by weathering from wind and water to a depth of 10 feet. However, fossils located below 10 feet are often well preserved. It is during construction that well-preserved fossils often can be identified and recovered. Moreover, knowing the resource potential of certain geologic formations in one area, based on past research, is a reliable method for determining the resource potential of that formation in other areas.

The Proposed Project site is situated in the coastal foothill section of the Peninsular Ranges Geomorphic Province. Geologic mapping indicates that the near surface geology at the Proposed Project site includes the Quaternary-age old paralic deposits (also referred to as the Bay Point Formation). Although not mapped at the site, artificial fill materials and young alluvial flood plain deposits have been encountered in a previous geotechnical evaluation at the site conducted by Ninyo and Moore (2009). Both the artificial fill and young alluvial floodplain deposits are considered to have a low resource sensitivity for paleontological resources. However, the Bay Point Formation is considered to have a high resource sensitivity for paleontological resources. A high resource sensitivity is assigned to geologic formations historically known to produce vertebrate fossil remains or are considered to have the potential to produce such remains (Deméré, 1993).

2.4.2 Impact Thresholds

For purposes of this EIR, a significant Paleontological Resources impact will occur if implementation of the Proposed Project will:

- *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.*

2.4.3 Impacts

Paleontological resources are typically impacted when earthwork activities such as mass excavation projects cut into geological deposits (formations) within which fossils are buried. These impacts are in the form of physical destruction of fossil remains. Because human understanding of history is obtained, in part, through the discovery and analysis of

paleontological resources, activities that excavate or grade geologic formations with a high or moderate potential to contain fossil remains, are considered potentially significant.

The Bay Point Formation is considered to have a high paleontological resource sensitivity. Although the Proposed Project is located within the existing previously graded and disturbed portion of the school campus, a potentially substantial loss of regional paleontological resources could occur from grading and excavation in excess of 10 feet beneath the site, which could penetrate the Bay Point Formation. Such grading and excavation could destroy previously undiscovered paleontological resources. However, with the implementation of Mitigation Measure PR-1, this impact will be reduced to a level less than significant. As described in Section 2.4.5 below, Mitigation Measure PR-1 requires paleontological monitoring to be conducted during construction of the Proposed Project.

2.4.4 Cumulative Impact Analysis

As discussed above, the Proposed Project has the potential to result in significant impacts to paleontological resources. However, implementation of Mitigation Measure PR-1 will reduce impacts to a less than significant level. Therefore, the Proposed Project in conjunction with other cumulative projects identified in Chapter 1.0 of this EIR, will not result in a cumulatively significant impact to paleontological resources.

2.4.5 Significance of Impacts

Construction of the Proposed Project has the potential to result in excavation of potential fossil-bearing geologic formations, specifically the Bay Point Formation. As such, potential impacts to paleontological resources potentially located within this formation will be considered significant. However, with the implementation of Mitigation Measure PR-1, impacts will be reduced to a level less than significant.

2.4.6 Mitigation Measures

The following measure will mitigate any potential impacts to a level less than significant.

Mitigation Measure PR-1: Prior to site grading, a qualified paleontologist (A qualified paleontologist is defined as an individual with a minimum MS or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology procedures and techniques, and who has worked as a paleontological mitigation project supervisor in the County for at least 1 year) shall be retained by the District to prepare a Paleontological Assessment Report that includes record searches and reviews of the existing literature for the project area in order to determine the likelihood of fossils being impacted. If the report identifies impacts on highly sensitive paleontological deposits that cannot be avoided, the following additional measures shall be implemented to recover remains before they are lost or destroyed:

- The qualified paleontologist shall be present at the pre-construction meeting to consult with the grading and excavation contractors.
- If highly sensitive fossil-bearing deposits are likely to be impacted and the proposed construction methodology would allow for the recovery of fossils, then the following measures would be incorporated into the project Mitigation and Monitoring Reporting Program (MMRP).

- If mitigation is necessary, then a Qualified Paleontologist shall attend pre-construction meetings to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues.

- A paleontological monitor shall be on-site on a full-time basis during the original cutting of previously undisturbed deposits of high sensitivity formations to inspect exposures for contained fossils. The paleontological monitor shall work under the direction of a qualified paleontologist. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials.

- If discovered, the Qualified Paleontologist (or Paleontological Monitor) shall recover fossils. In most cases, this fossil salvage can be completed in a short period of time. However, some fossil specimens, such as complete large mammal skeleton, may require an extended salvage period. In these instances the Qualified Paleontologist (or Paleontological Monitor) shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Because of the potential for the recovery of small fossil remains, such as isolated mammal teeth, it may be necessary in certain instances, to set up a screen-washing operation on the site.

- Fossil remains collected during the monitoring and salvage portion of the mitigation program shall be cleaned, repaired, sorted, and cataloged.

- Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall either be deposited (as a donation) in a scientific institution with permanent paleontological collections such as the San Diego Natural History Museum. Donation of the fossils shall be accomplished by financial support for initial specimen storage.

- A final summary report shall be completed and retained on file at the District that outlines the results of the mitigation program. This report shall include discussions of the methods used, stratigraphic section(s) exposed, fossils collected, and significance of recovered fossils.

2.4.7 Conclusion

The Proposed Project is underlain by the Bay Point Formation, which is characterized as highly sensitive in regards to the potential presence of paleontological resources. During construction, the Proposed Project has the potential to impact paleontological resources potentially located under the Proposed Project site. However, with the implementation of Mitigation Measure PR-1, the impact associated with paleontological resources potentially present on the school site will be reduced to a level less than significant.

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3.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

3.1 Potential Effects Identified in the Notice of Preparation and Found Not to Be Significant through the EIR Process

During analysis of potential effects within the EIR, the following subject areas were determined to result in a less than significant or no impact on the environment as a result of the Proposed Project: Aesthetics/Lighting, Air Quality, Greenhouse Gas Emissions, Hydrology and Water Quality, Noise, and Transportation/Traffic.

3.1.1 Aesthetics/Lighting

Information contained in this section is summarized from the *Lighting Impact Study for Correia Middle School Sports Complex Project* prepared by T&B Planning, Inc. (T&B), dated December 1, 2014 (Appendix F of this EIR). This document is provided on the attached CD of Technical Appendices found on the back cover of this EIR. Information regarding the type of lighting and placement of lighting for the Correia Middle School Sports Complex Project was obtained from the Proposed Project site plan and Musco Sports Lighting, LLC.

3.1.1.1 Existing Conditions

The school site is located in the City of San Diego in the Loma Alta neighborhood. The site is located at 4302 Valeta Street in San Diego, CA 92107. The Proposed Project will occur entirely within the boundary of the existing school campus and within the current location of the athletic facilities. There are no designated scenic highways or designated public scenic vantage points within the Proposed Project vicinity.

The Proposed Project site is located in an urbanized, primarily residential neighborhood. To the south and southeast of the site are a small open space area and an existing single-family residential neighborhood. To the west of the site is Cleator Community Park, which is improved with sports fields, and an existing illuminated parking lot and restrooms. To the northwest of the Proposed Project site is the Correia Middle School campus (which is not planned for improvements as part of the Proposed Project), beyond which is an existing residential neighborhood with both single-family and multi-family residential uses. Areas to the northeast of the site also contain single- and multi-family uses, beyond which is the Famosa Slough, an open space wetland area.

With exception of the open space that occurs immediately to the southeast of the Proposed Project site, the nearby Famosa Slough, and the Cleator Community Park, street lighting is prevalent throughout the surrounding area.

A. City of San Diego General Plan – Urban Design Element

Urban design provides a sense of place and distinctiveness within an urban area. The Urban Design Element of the City of San Diego General Plan provides general goals and several policies, which development and redevelopment within the City should follow. It should be noted that the District is not required to conform to the City's General Plan.

As such, the applicable goals and policies of the Urban Design Element provided below are informative in nature and not binding on the Proposed Project. The goals and policies are outlined below:

Goals

- A built environment that respects San Diego's natural environment and climate.
- A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community characters and context.
- Utilization of landscape as an important aesthetic and unifying element throughout the city.

Policies

A1: Preserve and protect natural landforms and features.

A2: Use open space and landscape to define and link communities.

A3: Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.

B. Peninsula Community Plan

The Peninsula Community Plan states objectives relating to the goals of the proposed community in regards to community recreational open space areas. The Proposed Project will be constructed within the existing school site. The Proposed Project will be utilized by the existing educational facility, but will not be open to the surrounding community for non-educational related purposes. The following goals, objectives, and recommendations are provided in the Peninsula Community Plan:

Goals:

- Enhance and protect physical and visual access to the bay and ocean shoreline.

Objectives

- Maintain and complement the existing scale and character of the residential areas of Peninsula.
- Upgrade the physical appearance of the commercial area in Peninsula.
- Protect and enhance those natural and man-made features of the Peninsula community, which make this area unique to the San Diego region.
- Enhance the community's image through special treatment of the major entry points into the community.
- Preserve and enhance significant views of the bay and ocean.

Recommendations:

- New buildings should be compatible with the scale and character of the surrounding development.
- Abrupt differences in scale between large commercial buildings and adjacent residential areas should be avoided. Gradual transitions in scale are preferred.
- Extreme contrasts in color, shape and organization of architectural elements will cause new buildings to stand out in excess of their public importance. Where visually strong buildings clash with their surroundings, the character of the area will be adversely affected.

- New buildings should be designed to compliment the scale, form and proportion of older development. However, duplication should be avoided.
- Larger structures should be designed to reduce actual or apparent bulk. This can be achieved by pitched roof designs, separating large surface masses through changes in exterior treatment and various other architectural techniques. Landscaping can also be used to add texture to blank walls, soften edges and provide a sense of pedestrian scale.
- Roof spaces should be made available for people activities whenever possible. The flat roofs of terraced buildings are ideal for this purpose.
- Visually distracting roof appendages such as stairway towers or ventilation equipment should be screened from public view.
- Originality and diversity in architectural design should be encouraged. However, the overall streetscape pattern should be considered.
- Light quality should be geared to the specific use of the areas, spaces, and forms to be illuminated.
- Lighting should reflect the relative importance of pedestrian spaces by degrees of illumination at night and by the repetition, and scale of lighting standards during the day.

3.1.1.2 Impact Thresholds

For purposes of this EIR, a significant impact to Aesthetics/Lighting will occur if the Proposed Project will:

- *Result in a substantial adverse effect on a scenic vista;*
- *Result in substantially damaging scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;*
- *Result in substantially degrading the existing visual character or quality of the site and its surroundings; or*
- *Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area*.

3.1.1.3 Impacts

A. Views

The Proposed Project site is not designated as a scenic vista in the Peninsula Community Plan, nor does the site contain significant scenic resources such as trees or rock outcroppings. The Proposed Project includes upgrades to the existing sports complex within the existing school site. No new development is anticipated. There are no existing designated scenic views or resources that can be viewed from the Proposed Project site that will be obstructed with the development of the upgraded sports complex. Therefore, the Proposed Project will not affect a scenic vista or substantially damage scenic resources. Therefore, no impact is identified for this issue area.

B. Visual Quality/Neighborhood Character

The physical layout of the upgraded sports complex will include an improved softball field (including additional bleachers and a concession stand with restroom facilities), track and field facilities (including a long jump pit), four

multi-purpose fields (including a natural turf softball field and an artificial turf rectangular play field with an irrigation type cooling system), new classroom and restroom buildings, and installation of ten field lighting poles and fixtures.

Specific design features (i.e., building style, materials, colors, etc.) will be consistent with the *Landscape Design and Site Development Guidelines* for San Diego City Schools (SDUSD, 2006). These guidelines were developed by the District to provide a comprehensive preliminary evaluation of those characteristics of a school campus that have an impact, not only on the learning environment, but on neighboring properties and the community as a whole. Schools often become the focus of a neighborhood, and therefore a highly used and visual element. The document provides guidelines for construction of new schools and reconstruction of existing facilities. These guidelines include design concepts for school facilities and neighborhood interface, and extensive landscape design standards.

As described above, the proposed school facilities will include sports complex structures and one two-story structure. The low-scale building heights will be compatible with the surrounding residential area, which includes one- and two-story residential dwellings. The two-story building is located on the side of the Proposed Project that is closest to the existing school buildings and will not conflict with the character of the surrounding area.

The landscape design concepts and guidelines outlined in the *Landscape Design and Site Development Guidelines* are intended to identify methods for development of a compatible relationship between the Proposed Project, natural setting, neighboring properties, and other goals of the District (i.e. security, energy, and water conservation, minimization of maintenance costs, etc.). These guidelines provide design parameters that address the following applicable concerns:

- Design of the entry area, including signage and seating areas;
- Fencing;
- Parking lot design and orientation;
- Pedestrian circulation and access;
- Vegetative screening of undesirable views;
- Vegetation used to provide shade;
- Play/recreation areas;
- Walkway, ramp and stair design;
- Color selection;
- Vegetative material selection;
- Location of vegetation; and,
- Water conservation (for landscaping purposes).

In summary, since the existing use of the land will simply be improved, the overall existing visual nature of the Proposed Project site will remain and the land use will be consistent. The proposed school facilities will be designed and constructed consistent with the District's *Landscape Design and Site Development Guidelines*. No significant aesthetic/neighborhood character impact associated with the implementation of the Proposed Project is anticipated.

City of San Diego General Plan – Urban Design Element

The City of San Diego's General Plan identifies several goals and policies for development to sustain and enhance visual amenities. Some of the general goals of the urban design element include "a built environment that respects San Diego's natural environment and climate; a pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context; and, utilization of landscape as an important aesthetic and unifying element through the city." The Proposed Project will be consistent with the goals of the urban design element because the Proposed Project will improve and modernize the athletic facilities and landscaping on campus, and will enhance the visual character of the area. The two-story building will be constructed along northern portion of the proposed sports complex, which means the proposed two-story ancillary building will be located within the central portion of the school and will not conflict with the character of the surrounding area. As discussed above, the specific design features (e.g., building style, materials, colors, etc.) of the Proposed Project will be consistent with the District's *Landscape Design and Site Development Guidelines* (SDUSD, 2006), compliance with these guidelines will ensure that the design of the new school (e.g., architectural and landscaping features) is consistent with surrounding neighborhood and will not conflict with the goals of the urban design element.

The field light poles are visible from the surrounding neighborhood. However, the purpose of the height of the poles is to minimize the horizontal glare spillage around the field, further minimizing impacts to the surrounding neighborhood.

Additionally, according to a Board of Education Resolution under California Government Code, Section 53094, the District is exempt from the City of San Diego's Municipal Code. Therefore, the City of San Diego adopted land use plans and policies function as advisory documents only. In addition, the ultimate construction approval for the Proposed Project, which includes civil, architectural, and structural components, will be provided by the California Division of State Architects (DSA). Approval by the DSA will ensure that the design of the Proposed Project meets the State's design standards for schools, which are the only design policies that the District is required to comply with. Implementation of the Proposed Project will not result in any inconsistencies with the advisory land use plans and policies; and, therefore, no significant visual quality/character impact has been identified with the implementation of the Proposed Project.

Peninsula Community Plan

The Peninsula Community Plan makes several recommendations for community facilities, including schools sites. The Proposed Project encourages community use of public school sites for more lectures and recreational activities by creating a joint use sports complex facility for both the school and the community. The Proposed Project will balance new development with resource conservation, with consideration given to the protection of life and property from geologic hazards and environmental impacts. The Proposed Project will preserve existing landscaping and vegetation within established residential neighborhoods and will increase the use of school playgrounds for community recreation needs after school and on weekends. The Proposed Project will encourage community participation in future park and recreation facilities in the peninsula. Per the recommendation from the Peninsula Community Plan, the Famosa Slough is recognized as a sensitive habitat area and it will be protected and preserved in relationship to the Proposed Project. The Proposed Project will not encroach upon the Famosa Slough. In

addition, the proposed lighting fixtures will be shielded and directed towards the athletic fields and light will not spill over onto Famosa Slough. The proposed Sports Complex will support the Peninsula Community Plan.

C. Light/Glare

T&B conducted an analysis of the potential visual impacts from artificial lighting and glare, and included mathematical quantifications of the illumination to evaluate whether the proposed sports lighting system will result in substantial spillover of light onto adjacent light-sensitive receptors (i.e., residential uses located to the south and southeast) affecting occupant vision or privacy. The light standard heights and fixture descriptions presented below provide a conservative analysis, which is preliminary and subject to minor modifications upon final design.

The Proposed Project includes the installation and operation of a Musco Light-Structure Green™ sports lighting system throughout the site. A total of ten light standards are proposed to be constructed on-site. Four (4) light standards will be constructed in the southern portion of the site to illuminate the upgraded softball field. Six (6) lighting standards are proposed at the perimeter of the three multi-use fields in the northern portion of the site, with two (2) lighting standards occurring at the southwestern portion of the fields, two (2) lighting standards at the northeastern portion of the fields, and two (2) lighting standards proposed at the northwestern and southeastern edges of the field, as depicted in Figure 1-3. Lighting elements proposed along the southwestern portion of the multi-use fields will include back-to-back mounting configurations to illuminate the southern field.

Lighting standards proposed for the upgraded softball field include two 70-foot tall, standards located near the dugouts (Standards A1 and A2 on Figure 1-3), with an additional two 80-foot tall standards proposed along the northwest and northeastern portions of the outfield (Standards B1 and B2 on Figure 1-3). A total of ten 1,500-watt metal halide fixtures are proposed for Standards A1 and A2, while Standards B1 and B2 will include a total of 18 1,500-watt metal halide fixtures. At the multi-use fields, a total of six (6) lighting standards will be provided. Along the southwestern portion of the northern three fields, two 80-foot lighting standards will be installed (Standards S1 and S2 on Figure 1-3) and will contain back-to-back mounting configurations to provide lighting for the southern-most multi-use field (i.e., overlapping with the softball field). Along the northwestern and southeastern edges of the multiuse fields, an additional two standards measuring 80 feet in height will be installed (Standards S3 and S4 on Figure 1-3). An additional two lighting standards, also measuring 80 feet in height, are proposed at the northeastern edge of the multi-use fields (Standards S7 and S8 on Figure 1-3). All of the multi-use luminaires will include 1,500-watt metal halide fixtures. A total of 10 luminaires are proposed for Standards A1 and A2, and 18 luminaires are proposed for Standards B1 and B2. Standards S1 and S2 will be constructed with a total of 14 luminaires each, with a total of 12 luminaires directed toward the southernmost multi-use field and a total of 16 luminaries directed towards the northern three multi-use fields. Standards S3 and S4 will each include 12 luminaries directed towards the central portions of the northern three multi-use fields. Finally, Standards S7 and S8 will each feature six luminaires, directed towards the southwest onto the multi-use fields.

In total, 92 luminaires will be installed on the ten lighting standards proposed as part of the Proposed Project. In addition, each fixture will be fitted with an external visor to reduce glare and a reflective insert to focus light onto the playing field, which is not subject to modification upon final design.

Evaluation Criteria

The Proposed Project site is located in an urban residential area. As such, the Proposed Project area is characterized as an area of medium ambient brightness (E3 environmental zone). As detailed in the Lighting Impact Study, light trespass was evaluated against the recommendations established by the Institution of Lighting Engineers (ILE) and the Electronic Power Research Institute (EPRI) because there is no universally accepted standard for measuring and evaluating the significance of light trespass. Based on ILE and EPRI recommendations, light trespass impacts will be considered potentially significant under CEQA if luminance produced by the Proposed Project will impact sensitive receptors surrounding the Proposed Project site with lighting levels that exceed 0.8 foot-candles during pre-curfew hours (defined by ILE as the hours of operation of the lights before 11:00 pm) and 0.2 foot-candles during the post curfew hours (defined by ILE as the hours of operation of the lights after 11:00 pm until dawn), as measured on the vertical and horizontal planes. As a frame of reference, a full moonlit night in rural areas with negligible ambient light will equal approximately 0.02-0.03 foot-candles, while a typical 30-foot tall streetlamp will have an illumination of 1.3 foot-candles at a distance of 10 feet.

Three types of light pollution effects were analyzed for the Proposed Project: sky glow, light trespass, and glare. Sky glow and glare impacts were evaluated within the LIS according to the design (shielding, angular distribution of light, etc.) of the proposed lighting system, as the physical characteristics of the lighting system correlate directly to the contribution of sky glow and glare.

Sky Glow Analysis

The Proposed Project site is located in an urbanized area with medium ambient brightness and is not especially sensitive to the effects of sky glow. In addition, the Proposed Project site is located approximately 60 miles southwest of Palomar Mountain Observatory and will therefore have less potential to impact operations at the observatory than more closely-situated properties. Regardless, the Proposed Project will result in the erection of ten light standards, each with a total height ranging between 70 and 80 feet in height. The height of the proposed light standards will allow for each luminaire to be mounted with a narrow beam angle, which will focus light downward. In addition, the proposed luminaires will feature a highly efficient reflector and visor; the reflector will focus light toward the field, while the visor will minimize upward light. These design features will minimize sky glow to the maximum feasible extent. Based on the physical characteristics of the area surrounding the Proposed Project site and the design of the proposed light fixtures to minimize sky glow, implementation of the Proposed Project will result in a less than significant impact associated with sky glow.

Glare Analysis

The Proposed Project will introduce new outdoor artificial lighting elements, which have the potential to result in glare if the main beams of proposed lighting elements (i.e., the portion of the lamp with the greatest illuminance) are visible from off-site locations, resulting in excessive, uncontrolled brightness. However, many of the same design features that will minimize sky glow also will minimize glare impacts. The high mounting heights of the light fixtures will allow the light fixtures to be aimed at a steep angle that will focus the main beam of the lamp onto the field of play. In addition, the light fixtures will feature a reflective insert that will further focus the main beam of the lamp onto the field of play. Furthermore, each light fixture will be fitted with a visor that will minimize and/or block a direct line-of-site to the main beam of the lamp from offsite locations. These design features will ensure that a direct line-of-site to the main beam of the lamp will be minimized and/or blocked from off-site locations. Although new sources of outdoor

artificial light will be introduced into the community, the design of the proposed lighting system will ensure that off-site residential land uses and motorists, including motorists along Famosa Boulevard and other nearby roadways, will not be exposed to excessive, uncontrolled brightness. Therefore, impacts associated with glare will be less than significant.

Light Trespass Analysis

Implementation of the Proposed Project will result in the construction of ten artificial light standards. The proposed artificial lighting system has been specifically designed to minimize light trespass. The high mounting height (70 to 80 feet) of the luminaires will allow the lamps to be installed with a narrow beam angle to direct light downward, onto the fields of play, and away from adjacent residential properties. In addition, each luminaire will feature a reflective insert and an external visor, which will capture and redirect primary light onto the field and will result in less spill light off-field.

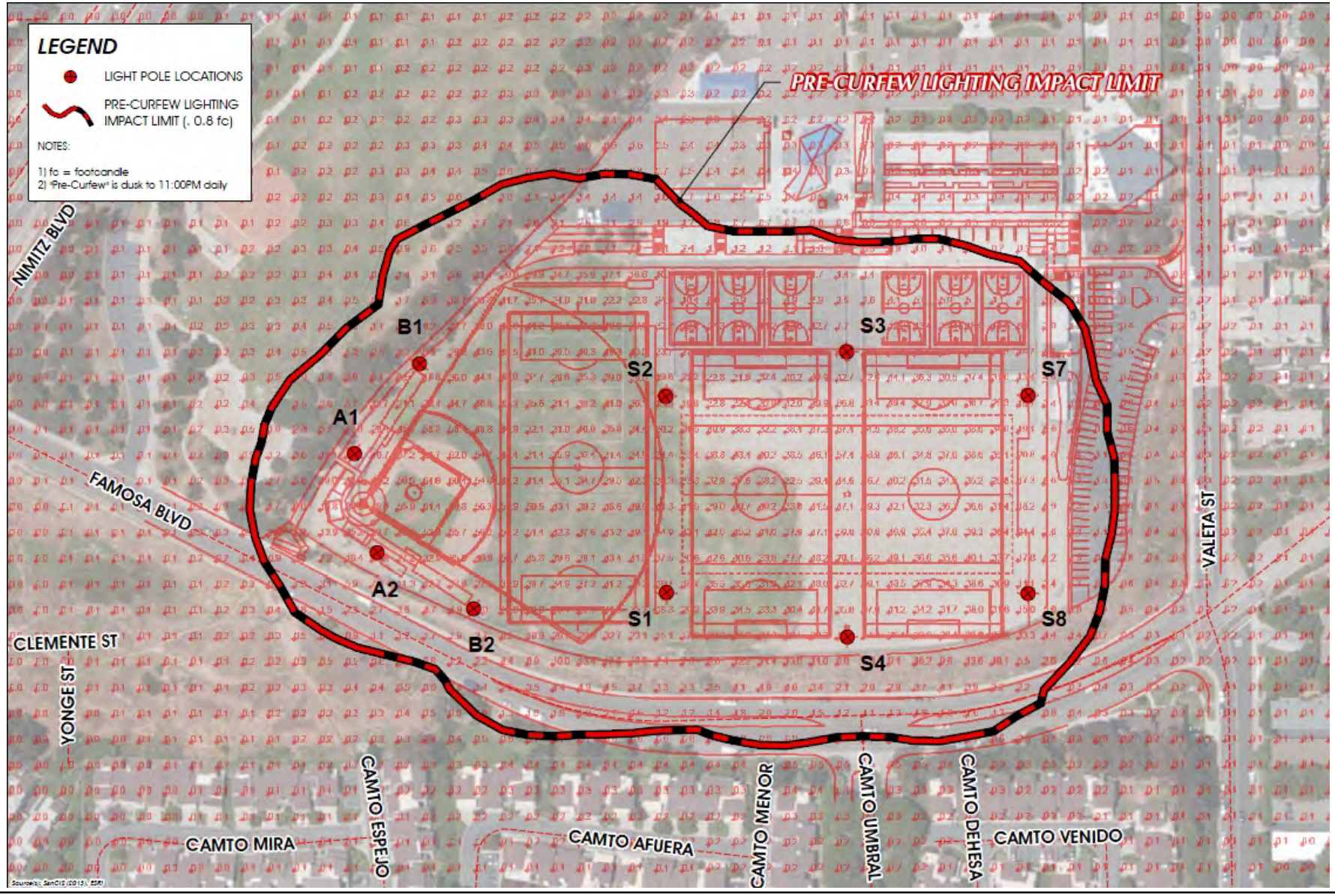
Areas to the immediate west (Cleator Neighborhood Park) and northwest (Correia Middle School campus) do not contain light-sensitive uses and spill light in these areas will result in no impact. To the south/southeast, northeast, and north of the Proposed Project site are existing residential neighborhoods that have the potential to be adversely affected by light trespass effects associated with the project's proposed lighting elements. The affected neighborhoods are primarily located easterly of Famosa Boulevard and northerly of Valeta Street. Potential impacts to the residential homes surrounding the Proposed Project site are addressed below.

Potential Impacts to Residential Areas Surrounding the Proposed Project Site

Constant Illumination (Vertical and Horizontal Foot-candles) describes projected levels of vertical and horizontal spill light at the "edge of spill line" for the proposed sports complex lighting elements. Light sensitive receptors that have the potential to be significantly impacted by project lighting elements include residential homes adjacent to the Proposed Project site. The nearest proposed light standard, identified as light element B2 on Figure 1-3, will occur at a distance of approximately 150 feet from the nearest residential home (located southeasterly of Famosa Boulevard). It is important to note that the illumination levels depicted on Figure 3.1.1-2 do not account for reductions in lighting intensity caused by intervening structures, topography, and/or landscaping. However, the lighting levels do account for distance; specifically, as one approaches the nearby residential homes and the distance from the proposed lighting standards increases, lighting intensity will decrease at a rate of approximately 75% for each doubling of distance. Additionally, when two lighting sources are combined, the resulting illuminance only significantly increases if the individual lighting sources have similar lighting intensity at the point of observation when viewed individually.

No residential homes surrounding the Proposed Project site will be exposed to lighting levels exceeding 0.8 foot-candles. The highest intensity of lighting affecting nearby residential uses will occur at a home located along Caminito Afuera, where several homes will be exposed to lighting levels up to 0.4 foot candles. Several existing homes in the community southeasterly of the site will be exposed to lighting levels exceeding 0.2 foot candles.

Based on typical operational characteristics at other school facilities within the San Diego Unified School District (SDUSD), it is anticipated that field lighting will be typically extinguished by approximately 10:00 pm. In no case will field lighting elements be used between the hours of 11:00 pm and dawn.



SOURCE: T&B Planning, 2014

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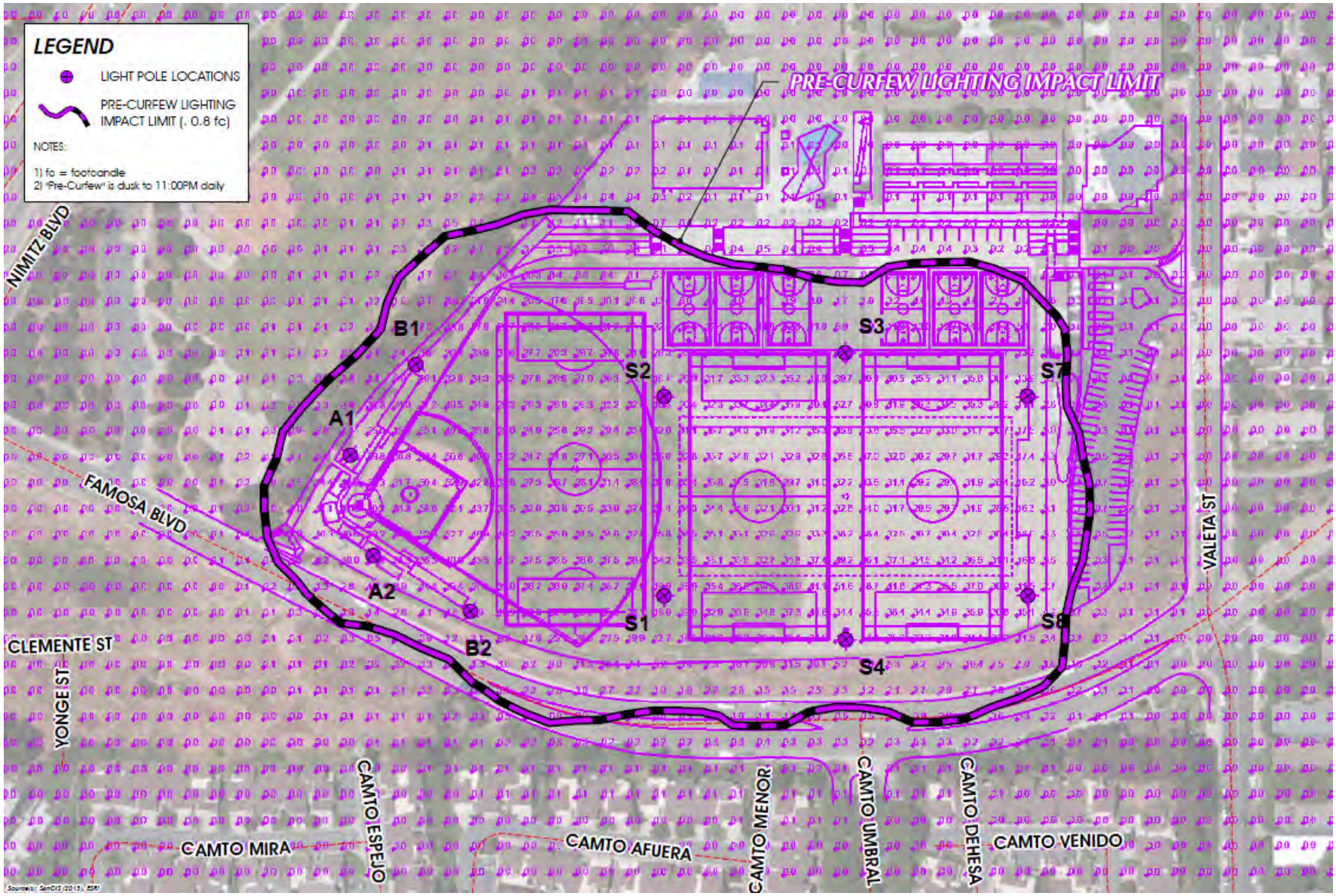
Correia Middle School Sports Complex Project EIR

Constant Illumination - Vertical Foot-Candles

FIGURE 3.1.1-1



SOURCE: T&B Planning, 2014

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Correia Middle School Sports Complex Project EIR

Constant Illumination - Horizontal Foot-Candles

FIGURE 3.1.1-2

As shown on Figure 3.1.1-1 above, none of the residential homes adjacent to the Proposed Project site will be exposed to lighting levels in excess of 0.8 foot-candles, as measured on the vertical plane. In addition, as shown on Figure 3.1.1-2, none of the residential homes adjacent to the Proposed Project site will be exposed to lighting levels in excess of 0.8 foot-candles, as measured on the horizontal plane. The highest level of illumination affecting nearby residences will be 0.1 horizontal foot-candles at the homes located southeasterly of Famosa Boulevard. Accordingly, project lighting elements will not expose any sensitive receptors to lighting levels in excess of 0.8 horizontal foot-candles. A less than significant impact will occur during pre-curfew hours (prior to 11:00 pm).

In the event that the proposed lighting system was in operation during post-curfew hours (i.e., after 11:00 pm until dawn), spill light is expected to exceed the threshold of significance (i.e., 0.2 vertical foot-candles) at residences located southeasterly of Famosa Boulevard. However, all lighting elements will be typically extinguished by 10:00 pm daily, and in no case will the lighting elements remain on between the hours of 11:00 pm and dawn. Because all lighting elements will be typically extinguished by 10:00 pm there will be no potential for the Proposed Project to result in adverse effects associated with light trespass during post-curfew hours (after 11:00 pm until dawn). Therefore, there will be no impact due to light trespass during post-curfew hours (i.e., after 11:00 pm until dawn as measured on the vertical or horizontal plane).

3.1.1.4 Cumulative Impact Analysis

Point Loma High School is located approximately 1.0 mile south of the Correia Middle School campus. Due to the distance and varying topography between the two sites, it is not anticipated that the Proposed Project when combined with the Point Loma High School Athletic Facilities Upgrades Project (which proposes the installation of stadium lighting at the high school) will result in any cumulative impacts. As discussed above, the Proposed Project will not result in a significant impact related to aesthetics/lighting. Therefore, the Proposed Project in conjunction with other cumulative projects will not result in a cumulatively significant aesthetics/lighting impact.

3.1.1.5 Significance of Impacts

A. Views

There are no existing designated scenic views, highways, or resources that can be viewed from the Proposed Project site that will be obstructed with the development of the upgraded sports complex. As such, the Proposed Project will not affect a scenic vista or substantially damage scenic resources. Therefore, no impact is identified for this issue area.

B. Visual Quality/Neighborhood Character

No significant visual quality/neighborhood character impact associated with the Proposed Project is anticipated. As such, implementation of the Proposed Project will not result in any inconsistencies with the advisory land use plans and policies; and, therefore, no significant land use and planning impact has been identified for this issue area. The Proposed Project will enhance the visual quality of the existing use and therefore, will not substantially degrade the existing visual character. The Proposed Project will be designed to be consistent with the surrounding neighborhood and will be consistent with the Peninsula Community Plan. Therefore, a less than significant impact is identified for this issue area.

C. Light/Glare

The Proposed Project is located at a higher elevation compared to the adjacent residential uses to the south, which reduces light impacts to the residential uses. As such, based on these physical characteristics of the area surrounding the Proposed Project site and the design of the proposed light fixtures, implementation of the Proposed Project will result in no impacts associated with sky glow, glare, or light trespass. No homes will be exposed to lighting levels in excess of 0.8 foot-candles, as measured on the vertical plane and horizontal plane during pre-curfew hours (prior to 11:00 pm). No residential homes will be exposed to lighting levels exceeding 0.2 vertical and horizontal foot-candles during post-curfew hours (after 11:00 pm until dawn) because all field lighting elements will be typically extinguished by 10:00 pm daily. Therefore, there will be no impact due to light trespass during post-curfew hours (i.e., after 11:00 pm until dawn) as measured on the horizontal plane. As such, a less than significant impact is identified for this issue area.

3.1.1.6 Mitigation Measures

No significant impact relating to aesthetics and/or lighting has been identified; therefore no mitigation measure is required for implementation of the Proposed Project.

3.1.1.7 Conclusion

As a result of this analysis, it has been determined that the Proposed Project will result in no significant adverse impacts related to views, aesthetics, sky glow, glare or light trespass due to the urbanized character of the Proposed Project area, the proposed design of the field lighting system, and the distance between proposed light standards and light sensitive receptors (i.e., existing residential development). In addition, all athletic field lighting elements will be typically extinguished by 10:00 pm in order to avoid light trespass impacts during post-curfew hours (after 11:00 pm until dawn). As such, implementation of the Proposed Project will not result in any significant aesthetic/lighting impacts, and no mitigation will be required.

3.1.2 Air Quality

Information contained in this section is summarized from the *Air Quality Assessment* for the Correia Middle School Sports Complex Project prepared by Ldn Consulting, Inc. dated December 1, 2014 (Appendix G). The mobile air emissions are based on vehicle trip generation information from the *Traffic Impact Study* prepared by LOS Engineering, Inc. dated November 28, 2014 (Appendix H). These documents are provided on the attached CD of Technical Appendices found on the back cover of this EIR.

3.1.2.1 Existing Conditions

3.1.2.1.1 Regional and Local Climate

Climate within the San Diego Air Basin (SDAB) area often varies dramatically over short geographical distances. Most of southern California is dominated by high-pressure systems for much of the year, which keeps San Diego mostly sunny and warm. Typically, during the winter months, the high pressure system drops to the south and brings cooler, moister weather from the north.

It is common for inversion layers to develop within high-pressure areas. These inversions are caused when a thin layer of the atmosphere increases in temperature with height. An inversion acts like a lid preventing vertical mixing of air.

Local climate within the San Diego area is generally mild with daytime highs typically ranging between 68ºF in the winter to approximately 79ºF in the summer with August usually being the hottest month. Median temperatures range from approximately 58ºF in the winter to approximately 73ºF in the summer. The average humidity is approximately 64% in the winter and about 75% in the summer. San Diego usually receives approximately 10.42 inches of rain per year with February usually being the wettest month.

3.1.2.1.2 Ambient Air Quality

Federal and State Standards

The United States Environmental Protection Agency (U.S. EPA) (under the Federal Clean Air Act of 1970, as amended in 1977) established the National Ambient Air Quality Standards (NAAQS) to define and regulate specific pollutants. Individual states have the option to add additional pollutants, require more stringent compliance, or include different exposure periods, and adopt these changes as their own state standards. Because California established the more stringent California Ambient Air Quality Standards (CAAQS) before the federal action in 1971, there is a difference between California and national clean air standards, as seen in Table 3.1.2-1.

Regional Standards and Air Quality

The State of California has 35 specific air districts, each of which are responsible for ensuring that criteria air pollutant levels are below the NAAQS and CAAQS. Air basins that exceed either federal or state standards for any criteria air pollutants are designated as “non-attainment areas” for that pollutant.

Table 3.1.2-1
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Concentrations	
		State Standards (CAAQS)	Federal Standards (NAAQS)
Ozone (O_3)	8 hour	0.07 ppm	0.075 ppm
	1 hour	0.09 ppm	N/A
Carbon Monoxide (CO)	8 hour	9.0 ppm	9.0 ppm
	1 hour	20 ppm	35 ppm
Nitrogen Dioxide (NO_2)	Annual arithmetic mean	0.03 ppm	0.053 ppm
	1 hour	0.18 ppm	0.10 ppm
Sulfur Dioxide (SO_2)	24 hour	0.04 ppm	N/A
	1 hour	0.25 ppm	0.075 ppm
	3 hour	--	0.5 ppm
Particulate Matter (PM_{10})	Annual arithmetic mean	20 $\mu g/m^3$	NA
	24 hour	50 $\mu g/m^3$	150 $\mu g/m^3$
Particulate Matter – fine ($PM_{2.5}$)	Primary annual arithmetic mean	No Separate State Standard	12 $\mu g/m^3$
	Secondary annual arithmetic mean	No Separate State Standard	15 $\mu g/m^3$
	24 hour	No Separate State Standard	35 $\mu g/m^3$
Lead (Pb)	Rolling 3-month Average	No Separate State Standard	0.15 $\mu g/m^3$
	Quarterly Average	No Separate State Standard	1.5 $\mu g/m^3$
	30-day average	1.5 $\mu g/m^3$	N/A
Hydrogen Sulfide	1 hour	0.03 ppm	N/A
Sulfates	24 hour	25 $\mu g/m^3$	N/A
Vinyl Chloride (chloroethene)	24 hour	0.01 ppm	N/A
Visibility-Reducing Particles	8 hour (10:00 a.m. to 6:00 p.m. Pacific Standard Time)	Extinction coefficient of 0.23 kilometer—visibility of 10 miles or more due to partic1es when relative humidity is less than 70 percent.	N/A

Notes: mg/m^3=milligrams per cubic meter; NA=no standard implemented; ppm=part per million; μg/m3=micrograms per cubic meter [a] EPA Region 9, correspondence states that the old $PM_{2.5}$ 24-hour standard of 65 $\mu g/m^3$ be utilized as this standard was the standard provided when the State Implementation Plan (SIP) was last approved.

Source: Ldn Consulting, Inc., 2014.

The San Diego Air Pollution Control District (SDAPCD) is the government agency which regulates sources of air pollution within the City of San Diego. Currently, the SDAB is in non-attainment status for federal standards for ozone (8-hour) and state standards for ozone (1- and 8-hour), PM_{10}, and $PM_{2.5}$. A complete listing of the current attainment status with respect to both federal and state nonattainment status by pollutant for San Diego County is shown in Table 3.1.2-2.

Table 3.1.2-2
San Diego County Air Basin Attainment Status by Pollutant

Pollutant	Average Time	State Standards	Federal Standards
Ozone (O_3)	8 hour	Non-attainment	No Federal Standard
	1 hour	Non-attainment	Basic Non-attainment
Carbon Monoxide (CO)	8 hour	Attainment	Maintenance Area
	1 hour		
Nitrogen Dioxide (NO_2)	Annual arithmetic mean	No State Standard	Attainment
	1 hour	Attainment	No Federal Standard
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	No State Standard	Attainment
	24 hour	Attainment	Attainment
	1 hour	Attainment	No Federal Standard
Particulate Matter (PM_{10})	24 hour	Non-attainment	Unclassified
	Annual Arithmetic Mean	No State Standard	Unclassified
Particulate Matter ($PM_{2.5}$)	24 hour	No State Standard	Attainment
	Annual Arithmetic Mean	Non-attainment	Attainment
Lead (Pb)	30-day average	Attainment	No Federal Standard
	Calendar Quarter	No State Standard	Attainment
Hydrogen Sulfide	1 hour	Unclassified	No Federal Standard
Sulfates	24 hour	Attainment	No Federal Standard
Visibility-Reducing Particles	8 hour (10:00 a.m. to 6:00 p.m. PST)	Unclassified	No Federal Standard

Notes: 1. Data reflects status as of March 19, 2009.
2. Unclassified indicates data is not sufficient for determining attainment or non-attainment
3. Maintenance area (defined by DOT) is any geographic region of the United States previously designated non-attainment pursuant to the CAA amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under Section 175A of the CAA, as amended.

Source: Ldn Consulting, Inc., 2014.

Local Air Quality

The California Air Resources Board (CARB) monitors ambient air quality at approximately 250 air-monitoring stations across the state. Ambient air pollutant concentrations in the SDAB are measured at 10 air-monitoring stations operated by the SDAPCD, which collect data on criteria pollutants. Four additional sites collect meteorological data which is used by the SDAPCD to assist with pollutant forecasting, data analysis and characterization of pollutant transport.

The closest monitoring station to the Proposed Project is the San Diego Beardsley Monitoring Station, located approximately 5.6 miles from the Proposed Project site. Table 3.1.2-3 identifies the criteria pollutants monitored and provides the ambient air quality summary for the San Diego Beardsley Monitoring Station from 2010 through 2012.

3.1.2.1.3 Regional Air Quality Strategy Plan

The SDAPCD developed a Regional Air Quality Strategy (RAQS) to provide control measures to try to achieve attainment status. Currently, San Diego is in non-attainment status for federal O_3 standards and state ozone, PM_{10} and $PM_{2.5}$ standards. However, the SDAB currently only has an attainment plan for O_3. The RAQS was adopted in 1992 and has been updated as recently as 2009, which was the latest update incorporating minor changes to the prior 2004 update. The 2009 update mostly clarifies and enhances emission reductions by implementing new Volatile Organic Compound (VOC) and NO_X reduction measures. The criteria pollutant standards are generally attained when each monitor within the region has had no exceedances during the previous three calendar years.

Table 3.1.2-3
Three-Year Ambient Air Quality Summary Near The Proposed Project Site

Pollutant	Average Time	NAAQS	CAAQS	Maximum Concentrations		
				2010	2011	2012
O_3 (ppm)	1 hour	-	0.09	0.078	0.082	0.071
	8 hour	0.075	0.070	0.066	0.061	0.058
PM_{10} ($\mu g/m^3$)	24 hour	150	50	40	48	45
	Annual	-	20	23.4	24.0	22.2
$PM_{2.5}$ ($\mu g/m^3$)	24 hour	35	-	29.7	34.7	39.8
	Annual	12	12	12.0	11.0	10.9
CO (ppm)	8 hour	9	9	2.17	2.44	1.81
	1 hour	35	20	-	-	-
NO_2 ($\mu g/m^3$)	Annual	0.053	0.030	0.015	0.014	-
	1 hour	0.100	0.18	0.077	0.067	0.062

Source: Ldn Consulting, Inc., 2014.

3.1.2.1.4 State Implementation Plan

Federal clean air laws require areas with unhealthy levels of O_3, CO, NO_2, SO_2, and PM_{10} to develop plans, known as State Implementation Plans (SIPs), describing how they will attain the NAAQS. SIPs are not single documents; rather they are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. A local plan to meet the federal standard for O_3 was combined with plans from all other California non-attainment areas having serious O_3 problems and used to create the California SIP. The SIP was adopted by CARB after public hearings in 1994, and was approved by the U.S. EPA in 1996.

The 1990 amendments to the federal Clean Air Act set new deadlines for attainment based on the severity of the pollution problem and launched a comprehensive planning process for attaining the NAAQS. The promulgation of the new national eight-hour O_3 standard and the fine particulate matter ($PM_{2.5}$) standards in 1997 will result in additional statewide air quality planning efforts. In response to new federal regulations, future SIPs will also address ways to improve visibility in national parks and wilderness areas.

In July 1997, U.S. EPA established a new federal 8-hour standard for O_3 of 0.085 parts per million (ppm). U.S. EPA designated fifteen areas in California, including the SDAB, which violated this federal 8-hour O_3 standard on April 15, 2004. Each non-attainment area's classification and attainment deadline is based on the severity of its ozone problem. The SDAB non-attainment area's classification and attainment deadline for O_3 is 2009-2014.

3.1.2.2 Impact Thresholds

For purposes of this EIR, a significant air quality impact will occur if implementation of the Proposed Project will:

- *Conflict with or obstruct the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP);*
- *Violate any air quality standard or contribute substantially to an existing or projected air quality violation;*

- *Result in cumulatively considerable net increase of any criteria pollutant for which the Proposed Project region is non-attainment under an applicable federal or state ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors);*
- *Expose sensitive receptors to substantial pollutant concentrations; or,*
- *Create objectionable odors affecting a substantial number of people.*

The SDAPCD has established thresholds in Rule 20.2 for new or modified stationary sources. These screening criteria can be used to demonstrate that a project's total emissions will not result in a significant impact as defined by CEQA. Also, since the SDAPCD does not have air quality impact thresholds for VOCs, the District is using the Coachella Valley VOC threshold from South Coast Air Quality Management District. Ozone levels in San Diego County are far less than in the Coachella Valley and VOCs are a precursor of ozone; therefore, using the Coachella Valley VOC threshold is protective of air quality in San Diego County. Should emissions be found to exceed these thresholds, additional modeling is required to demonstrate that the Proposed Project's total air quality impacts are below the state and federal ambient air quality standards. The screening thresholds for construction and daily operation are shown in Table 3.1.2-4.

Non-Criteria pollutants such as Hazardous Air Pollutants (HAPs) or Toxic Air Contaminants (TACs) are also regulated by the SDAPCD. Rule 1200 (Toxic Air Contaminants - New Source Review) adopted on June 12, 1996, requires evaluation of potential health risks for any new, relocated, or modified emission unit which may increase emissions of one or more toxic air contaminants. The rule requires that projects that propose to increase cancer risk to between 1 and 10 in one million need to implement toxics best available control technology (T-BACT) or impose the most effective emission limitation, emission control device or control technique to reduce the cancer risk. At no time shall the Proposed Project increase the cancer risk to over 10 in one million. Projects creating cancer risks less than one in one million are not required to implement T-BACT technology.

U.S. EPA uses the term Volatile Organic Compounds (VOC) and CARB's Emission Inventory Branch (EIB) uses the term Reactive Organic Gases (ROG) to essentially define the same thing. There are minor deviations between compounds that define each term; however, for purposes of this study we assumed they are essentially the same due to the fact that SCAQMD interchanges these words and because URBEMIS2007 directly calculates ROG in place of VOC.

CO "Hotspot" Thresholds

Exhaust emissions from motor vehicles can potentially cause a direct, localized "hotspot" impact at or near sensitive receptors. CO is a product of incomplete combustion of a fossil fuel; unlike O_3, CO is emitted directly out of a vehicle exhaust pipe and is heavier than air. The optimum condition for the occurrence of a CO hotspot will be cool and calm weather at a congested major roadway intersection, and where vehicles are idling or moving at a stop-and-go pace. Criteria for vehicular emission impacts include significance determinations for intersections.

A significant impact will occur if the CO hotspot analysis of vehicular intersection emissions exposes sensitive receptors to concentrations that are in excess of the following State of California thresholds:

- 20 parts ppm for 1-hour average, and/or
- 9.0 ppm for 8-hour average.

Table 3.1.2-4
SDAPCD Screening Threshold for Criteria Pollutants

Pollutant	Total Emissions (Pounds per Day)
Construction Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	100 and 55
Nitrogen Oxide (NO_x)	250
Sulfur Oxide (SO_x)	250
Carbon Monoxide (CO)	550
Volatile Organic Compounds (VOCs)	75
Reactive Organic Gases (ROG) SCAQMD	75
Operational Emissions	
Respirable Particulate Matter (PM_{10} and $PM_{2.5}$)	100 and 55
Nitrogen Oxide (NO_x)	250
Sulfur Oxide (SO_x)	250
Carbon Monoxide (CO)	550
Lead and Lead Compounds	3.2
Volatile Organic Compounds (VOCs)	75
Reactive Organic Gases (ROG) SCAQMD	75

Source: Ldn Consulting, Inc., 2014.

3.1.2.3 Impacts

A. Short-Term (Construction) Emissions

The Proposed Project engineer expects all the grading to be complete in about five weeks. The first four weeks of grading will be considered “Mass Grading” and will include all grubbing of the site where all grass and old irrigation pipes will be removed and disposed of offsite. During the fifth week of grading the contractor will finish grade the entire site to achieve optimal grades necessary for proper drainage. The grading operation will require no more than 20,000 cubic yards (CY) of earthwork. Also, during the fifth week of grading, the contractor will use small tractors and trenchers to construct underground utility trenches for irrigation and utility lines. All trenching will be completed during the fifth week. After the site is prepared, the landscaping and construction of the sports facilities, concessions/restroom facility and the two story classrooms will begin. Construction will be expected to last an additional seven weeks. Altogether, if the Proposed Project begins in the first quarter of 2017, construction will be completed roughly early to mid 2018. During the grading period, roughly 7,000 CY of construction debris will be hauled offsite. It is expected that up to 500 round trips using 14 CY trucks within a 20 mile radius will be necessary during the earthwork period.

The schedule proposed will be considered a “fastest possible” construction duration for the entire project. Since emission thresholds are based on daily levels, this will be considered worst-case under CEQA. Also, for purposes of this analysis all material haulage will occur during the fine grading phase. Given this, no significant cumulative construction impacts are expected. The expected construction emissions are shown in Table 3.1.2-5.

Table 3.1.2-5
Expected Construction Emissions Summary

Year	ROG/VOC	NO_x	CO	SO_2	PM_{10} (Dust)	PM_{10} (Exhaust)	PM_{10} (Total)	$PM_{2.5}$ (Dust)	$PM_{2.5}$ (Exhaust)	$PM_{2.5}$ (Total)
2017 (lb/day) Unmitigated	3.89	25.07	22.57	0.02	92.03	1.71	93.67	19.23	1.57	20.78
2018 (lb/day) Unmitigated	2.18	11.23	17.62	0.01	0.07	0.61	0.67	0.02	0.55	0.58
Significance Threshold (lb/day)	75	250	550	250	-	-	100	-	-	55
SDAPCD/Coachella Valley Impact	**No**	**No**	**No**	**No**	-	-	**No**	-	-	**No**

Source: Ldn Consulting, Inc., 2014.

Based on the information provided in Table 3.1.2-5, construction emissions for the Proposed Project will not exceed the SDAPCD/Coachella Valley thresholds for daily pollutant emissions; therefore, there will be a less than significant impact to air quality from construction of the Proposed Project.

B. Health Risk

Ldn Consulting analyzed the worst-case exhaust emissions generated from construction equipment for the Proposed Project using the URBEMIS2007 model. Cancer Risk was determined for Diesel Particulate Matter (DPM) at the point of maximum exposure. The SCREEN3 dispersion model was used to determine the 1-hour concentration for air pollutants at any location near the pollutant generator. Additionally, the model predicted the maximum exposure distance and concentration. Based on the information provided in Table 3.1.2-5 above, the worst-case PM_{10} from exhaust ranges between 0.81 and 1.71 pounds per day but has an average rate of 0.7472 lbs per construction day (8-hours) or 0.01175 grams per second DPM during the construction day. These emissions are expected to be distributed over the entire disturbed project site of 7.3 acres.

Utilizing the SCREEN3 dispersion model, it was determined that the peak maximum 1-hour concentration is 8.44 $\mu g/m^3$ during the worst-case construction period. The resulting annual average concentration is 0.6752 $\mu g/m^3$. Based on these calculations, the Proposed Project is expected to generate maximum DPM during grading of the Proposed Project. However risk calculations were based on the entire duration of workdays, which are expected to be no more than 238 construction days over a 70-year period. Based on calculations provided in the Air Quality Study, if one million people were exposed to the maximum DPM for the duration of grading at 129 meters from the Proposed Project site, the estimated increased cancer risk will be 0.63 individuals per million. Therefore, the number of individuals exposed to DPM of this concentration from the Proposed Project will be less than one in one million exposed. Therefore, because the Proposed Project increases the risk to less than one person per million, no significant health risk impacts are expected.

C. Long-Term (Operational) Emissions

Air pollutant emissions related to project traffic have the potential to create new, or worsen existing localized air quality levels with respect to CO should poor or failing LOS conditions exist. These increased localized concentrations of CO are referred to as CO “Hot Spots”, and are determined through utilization of the ITS Transportation Project-Level Carbon Monoxide Protocol, as well as the City of San Diego.

Based on the vehicle trip generation information from the *Correia Middle School Sports Complex Draft Transportation Impact Study* prepared by LOS Engineering, Inc., the Proposed Project could add as many as 404 daily weekday trips and up to 1,430 ADT during a typical Saturday. The worst-case traffic inputs were utilized within the URBEMIS2007 analysis as significance thresholds are mainly governed within a daily timeframe. Emission predictions were estimated for ROG/VOC, NO_x, CO, SO_x, PM_{10} and $PM_{2.5}$ for area source assumptions to include landscaping and grass cutting for the fields. The URBEMIS2007 Model was run for both the winter and summer scenarios assuming an average winter temperature of 50°F and an average summer temperature of 70°F. Average trip distances and mix ratios assumed within URBEMIS2007 will be considered worst case. The expected daily pollutant generation and emissions are shown in Tables 3.1.2-6 and 3.1.2-7.

Table 3.1.2-6
Expected Daily Pollutant Generation (Weekday)

	ROG/VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (lb/day)	0.28	0.09	3.13	0.00	0.01	0.01
Operational Vehicle Emissions (lb/day)	1.52	1.98	18.78	0.02	5.22	1.01
Total (lb/day)	1.80	2.07	21.91	0.02	5.23	1.02
SCAQMD/Coachella Valley Thresholds	75	250	550	250	100	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (lb/day)	0.03	0.05	0.04	0.00	0.00	0.00
Operational Vehicle Emissions (lb/day)	1.74	2.89	19.98	0.02	5.22	1.01
Total (lb/day)	1.77	2.94	20.02	0.02	5.22	1.01
SCAQMD/Coachella Valley Thresholds	75	250	550	250	100	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Daily pollutant generation assumes trip distances within URBEMIS2007; Area sources will be minimal during winter.
Source: Ldn Consulting, Inc., 2014.

Based on the information provided in Tables 3.1.2-6 and 3.1.2-7, the Proposed Project will not exceed significance thresholds for daily pollutant emissions under either the summer or winter scenario. The Proposed Project will not result in any direct impacts nor does it propose any land use changes or development that will promote population growth or accommodate additional student capacity from what is currently available; therefore, the Proposed Project will be consistent with the RAQS. In addition, the Proposed Project will not generate enough trips to result in LOS impacts that will create new, or worsen existing localized air quality levels with respect to CO, also known as CO "Hot Spots". Therefore, there will be a less than significant impact to air quality from operational emissions.

D. Odors

Potential onsite odor generators will include short-term construction odors from activities such as grading or roofing. The construction odors will be considered short-term and will not be considered a significant impact. Given that the Proposed Project will not have the potential to create offensive odors, there will be a less than significant impact.

Table 3.1.2-7
Expected Daily Pollutant Generation (Weekend Saturday)

	ROG/VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summer Scenario						
Area Source Emission Estimates (lb/day)	0.28	0.09	3.13	0.00	0.01	0.01
Operational Vehicle Emissions (lb/day)	5.13	6.98	66.03	0.10	18.40	3.54
Total (lb/day)	5.41	7.07	69.16	0.10	18.41	3.55
SCAQMD/Coachella Valley Thresholds	75	250	550	250	100	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**
Winter Scenario						
Area Source Emission Estimates (lb/day)	0.03	0.05	0.04	0.00	0.00	0.00
Operational Vehicle Emissions (lb/day)	6.12	10.19	70.36	0.09	18.40	3.54
Total (lb/day)	6.15	10.24	70.40	0.09	18.40	3.54
SCAQMD/Coachella Valley Thresholds	75	250	550	250	100	55
Significant	**No**	**No**	**No**	**No**	**No**	**No**

Notes: Daily pollutant generation assumes trip distances within URBEMIS2007; Area sources will be minimal during winter.
Source: Ldn Consulting, Inc., 2014.

E. Air Quality Management Plan Consistency

Section 15125(d) of the State CEQA Guidelines requires that an EIR must evaluate any inconsistencies between the Proposed Project and applicable general plans, specific plans, or regional plans, including the applicable air quality attainment or maintenance plan or SIP. The existing General Plan land use designation for the Proposed Project site is Institutional, which will not change with project implementation. In addition, the proposed upgrades to the existing sports complex will occur entirely within the existing campus and will not induce any population growth or accommodate additional student capacity that will result in cumulative air quality impacts. Furthermore, the air pollutant emissions that will result from the Proposed Project do not exceed the SDAPCD/Coachella Valley emissions thresholds, especially for those in which the SDAB is in non-attainment. Therefore, the Proposed Project is consistent with the RAQS and no significant impacts affecting the implementation of the SIP are anticipated.

3.1.2.4 Cumulative Impact Analysis

Based upon the Air Quality Analysis, no significant fugitive dust or criteria pollutant impacts are expected. No construction mitigation measures are required beyond standard grading BMPs, which will include wetting the site to reduce fugitive dust emissions off-site. As such, no cumulative construction impacts are expected. Therefore, the Proposed Project in conjunction with other cumulative projects will not result in a cumulatively significant construction air quality impact.

In regards to operational air quality impacts, the proposed upgrades to the existing sports complex will occur entirely within the existing campus and will not induce any population growth or accommodate additional student capacity that will result in cumulative air quality impacts. Furthermore, the air pollutant emissions that will result from the Proposed Project do not exceed the SDAPCD/Coachella Valley emissions thresholds, especially for those in which the SDAB is

in non-attainment. Therefore, the Proposed Project is consistent with the RAQS and no cumulatively significant impacts are anticipated.

3.1.2.5 Significance of Impacts

No significant short-term (construction) or long-term (operational) air quality impacts have been identified and the Proposed Project will be consistent with the existing RAQS and SIP. In addition, there will be no localized CO or odor impacts resulting from the Proposed Project. Therefore, impacts to air quality will be less than significant.

3.1.2.6 Mitigation Measures

No mitigation measures are proposed as no significant short-term or long-term air quality impacts have been identified for the Proposed Project.

3.1.2.7 Conclusion

The Proposed Project will not result in a significant short-term or long-term impact to air quality. In addition, no significant fugitive dust, criteria pollutant, or health risk impacts are expected. Therefore, no construction mitigation measures are required beyond standard grading BMPs, which will include wetting the site to reduce fugitive dust emissions off-site. As such, no cumulative construction impacts are expected. In addition, the Proposed Project is not expected to generate significant direct or operational area emissions, which may result in cumulative impacts. The Proposed Project will not modify the existing land use designation for the Proposed Project site and the future use will be consistent with existing school uses, which will comply with the RAQS. Furthermore, the Proposed Project will not result in CO “Hot Spot” impacts or significant operational odors. Therefore, the Proposed Project will have a less than significant impact to air quality.

3.1.3 Greenhouse Gas Emissions

Information in this section is summarized from the *Greenhouse Gas Assessment* for Correia Middle School Sports Complex Project, prepared by Ldn Consulting, Inc. (Ldn) dated December 1, 2014 (Appendix I). This document is provided on the attached CD of Technical Appendices found on the back cover of this EIR.

3.1.3.1 Existing Conditions

3.1.3.1.1 Climate Change/Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. The term "climate change" is often used interchangeably with the term "global warming," but "climate change" is preferred to "global warming" because it helps convey that there are other changes in addition to rising temperatures. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming during the past 150 years. Per the United Nations Intergovernmental Panel on Climate Change, the understanding of human-induced warming and cooling influences on climate has led to a high confidence (90% or greater chance) that the global average net effect of human activities since 1750 has been one of warming. The prevailing scientific opinion on climate change is that most of the observed increase in global average temperatures, since the mid-20th century, is likely due to the observed increase in human-induced GHG concentrations.

Gases that absorb and re-emit infrared radiation into the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). GHGs are emitted by both natural processes and human activities. Man-made GHGs, many of which have greater heat absorption potential than CO_2, include fluorinated gases and SF_6. Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). A GWP is a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming relative to CO_2 (whose GWP is defined as 1.0).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHG, Earth's surface will be about 34° C cooler. However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The primary GHGs of concern include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. Based on the California Air Resources Board (CARB), in the absence of GHG reduction actions, GHG emissions for the year 2020 will be 507 MMT Carbon Dioxide Equivalent (CO_2e).

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates will induce more extreme climate changes during the 21st century than were observed during the 20th century. Analysis of paleoclimatic data indicates a history of naturally and widely varying hydrologic conditions in California and the west. Climate change is also anticipated to bring warmer storms that result in less snowfall at lower elevations, reducing the total snowpack. Sea level rise may be a product of climate change through two main processes: expansion of seawater as the oceans warm and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply due to salt-water intrusion. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events. In terms of agriculture, higher CO_2 levels can stimulate plant production and increase plant water-use efficiency.

Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Sea level could rise as much as two feet along most of the U.S. coast. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes, such as carbon cycling and storage.

3.1.3.1.2 Regional Climate and Meteorology

Climate within the San Diego Air Basin (SDAB) often varies dramatically over short geographical distances. Most of southern California is dominated by high-pressure systems for much of the year, which keeps San Diego mostly sunny and warm. Typically, during the winter months, the high pressure system drops to the south and brings cooler, moister weather from the north.

Local climate within the San Diego area is generally mild with daytime highs typically ranging between 68ºF in the winter to approximately 79ºF in the summer with August usually being the hottest month. Median temperatures range from approximately 58ºF in the winter to approximately 73ºF in the summer. The average humidity is approximately 64% in the winter and about 75% in the summer. San Diego usually receives approximately 10.42 inches of rain per year with February usually being the wettest month.

3.1.3.1.3 Regulatory Setting

<u>The California Global Warming Solutions Act (AB 32)</u>

The Global Warming Solutions Act of 2006 (AB 32), requires that by 2020 the state's greenhouse gas emissions be reduced to 1990 levels or roughly a 28.3% reduction. AB 32 is specific as to when thresholds shall be defined. The pertinent sections are referenced within Part 4 of AB 32 titled *Greenhouse Gas Emissions Reductions* are shown below:

Section 38560.5 (b) states:

> On or before January 1, 2010, the state board shall adopt regulations to implement the measures identified on the list published pursuant to subdivision (a).

Section 38562 states:

(A) On or before January 1, 2011, the state board shall adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, to become operative beginning on January 1, 2012.

(B) In adopting regulations pursuant to this section and Part 5 (commencing with Section (38570), to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

1. Design the regulations, including distribution of emissions allowances where appropriate, in a manner that is equitable, seeks to minimize costs and maximize the total benefits to California, and encourages early action to reduce greenhouse gas emissions.
2. Ensure that activities undertaken to comply with the regulations do not disproportionately impact low-income communities.
3. Ensure that entities that have voluntarily reduced their greenhouse gas emissions prior to the implementation of this section receive appropriate credit for early voluntary reductions.
4. Ensure that activities undertaken pursuant to the regulations complement, and do not interfere with, efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminant emissions.
5. Consider cost-effectiveness of these regulations.
6. Consider overall societal benefits, including reductions in other air pollutants, diversification of energy sources, and other benefits to the economy, environment, and public health.
7. Minimize the administrative burden of implementing and complying with these regulations.
8. Minimize leakage.
9. Consider the significance of the contribution of each source or category of sources to statewide emissions of greenhouse gases.

(C) In furtherance of achieving the statewide greenhouse gas emissions limit, by January 1, 2011, the state board may adopt a regulation that establishes a system of G-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources.

(D) Any regulation adopted by the state board pursuant to this part or Part 5 (commencing with Section 38570) shall ensure all of the following:

1. The greenhouse gas emission reductions achieved are real, permanent, quantifiable, verifiable, and enforceable by the state board.
2. For regulations pursuant to Part 5 (commencing with Section 38570), the reduction is in addition to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise will occur.

3. If applicable, the greenhouse gas emission reduction occurs over the same time period and is equivalent in amount to any direct emission reduction required pursuant to this division.

Senate Bill (SB) 97

SB 97 requires the Office of Planning and Research to prepare and transmit to the Natural Resources Agency, guidelines and directed amendments to the CEQA statute specifically for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions. As directed by SB 97, the Natural Resources Agency adopted Amendments to Title 14 Division 6 Chapter 3 CEQA Guidelines for GHG emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The amendments became effective on March 18, 2010.

Assembly Bill (AB) 341

This bill makes a legislative declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020, and required the department, by January 1, 2014, to provide a report to the Legislature that provided strategies to achieve that policy goal and also included other specified information and recommendations.

This bill will increase diversion requirements by an additional 25% over Business as Usual as was defined under AB 939 and SB 1322 which were signed into law as the Integrated Waste Management Act of 1989, which as of the year 2000 only required 50 percent diversion.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act of 2007 (P.L. 110-140, H.R. 6) is an energy policy law adopted by congress which consists mainly of provisions designed to increase energy efficiency and the availability of renewable energy. The law will require automakers to boost fleet wide gas mileage averages from the current 25 mpg to 35 mpg by 2020, which will reduce energy needs by 28.5%. This fleet wide average is known as the Corporate Average Fuel Economy (CAFE) standard.

Assembly Bill (AB) 1493

AB 1493 regulations are similar to CAFE Standards however are expected to produce a Greenhouse Gas Benefit greater to that of the CAFE Standard and will be expected to double the amount of GHGs saved under CAFE. The Pavley rules or also referred to as California Standards are designed to regulate GHG emissions while the federal standards are aimed at reducing the nations' fuel consumption.

Under Pavley starting with vehicles produced in 2009, manufactures have the flexibility in meeting California standards through a combination of reducing tailpipe emissions of Carbon Dioxide, Nitrous Oxide, Methane and hydrofluorocarbons from vehicle air conditions systems. Furthermore, the California standards are estimated to increase fuel efficiency to 43 miles per gallon by 2020. The 2020 reductions are based on a more stringent emission limit than the current California Standards, Called the Pavley 2 Rule, as set forth in the California Climate Action Plan and committed to by the ARV in its Early Action Measures under AB32.

CARB staff recommends through example the use of more stringent emission reduction beginning in 2017 as well as applying more stringent standards through 2020. The percent reductions will be further discussed in the methodology section of this report, which are in accordance with CARB's Enhanced Technical Assessment on the relationship between CAFE standards and Pavley Standards.

This report utilized a baseline year of 2002 and calculated cumulative baseline equivalent GHG Reductions based on Pavley standards. One conclusion of the study finds that Pavley reductions are as high as 20% from 2002 levels. Also, it should be noted that reductions under Pavley were not assumed from 2002 through 2008. In 2009 Pavley regulations went into effect and become more stringent with time which will require automobile companies to produce vehicles that generate less GHG emissions each year. The 20% reduction is calculated based on the fact that the overall baseline emissions over the 18 years averages out to 496,200 tons per day and cumulative reductions under Pavley reduce up to 100,500 tons per day or a 20% reduction.

Executive Order S-01-07

Executive Order S-01-07 was signed by Governor Arnold Schwarzenegger in January 2007 and is effectively known as the Low Carbon Fuel Standard or LCFS. The executive order seeks to reduce the carbon intensity of California's passenger vehicle fuels by at least 10% by 2020. The LCFS will require fuel providers in California to ensure that the mix of fuel they sell into the California Gas meet, on average, a declining standard for GHG emissions measured in CO_2e grams per unit of fuel energy sold.

On December 29, 2011, the United Stated District Court for the Eastern District of California issued an injunction preliminarily enjoining the California Air Resources Board (CARB) from enforcing the Low Carbon Fuel Standard (LCFS) adopted by the State of California, which standard is relied on in part in connection with the GHG analysis for the Proposed Project. On April 23, 2012, the United States Ninth Circuit Court of Appeals granted a motion to stay the injunction issued by the lower court. As a result, CARB is continuing to enforce the existing LCFS. Based upon the uncertainty of LCFS implementation, the City of San Diego, however, continues to recommend that GHG evaluations omit the reductions attributable to the LCFS.

D. Local Regulations and CEQA Requirements

The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, but contain no suggested thresholds of significance for GHG emissions. Instead, they give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. There are no specific local quantitative regulations that have been adopted to regulate GHG emissions; however, both the City of San Diego and SANDAG have adopted policies and standards to reduce emissions in the area. The City of San Diego first adopted climate change policies in its *City of San Diego Climate Protection Action Plan* (City of San Diego 2005). That plan identified sources of GHGs within the City and identified policies and developed recommendations to reduce GHG emissions. The City of San Diego's General Plan (2008) addresses climate change in the Conservation Element of the plan. Policies that address local GHG mitigation strategies in San Diego are integrated within the General Plan, and applicable to development projects. Together, this collection of policies support and promote the adopted recommendations outlined in the City's Climate Protection Action Plan. The applicable climate change policies from the City's Conservation Element are identified in detail in the *Greenhouse Gas Assessment* (Appendix I of this EIR).

In order to serve as a guide for determining when a project triggers the need for a GHG significance determination, the City of San Diego has established an interim screening threshold for GHG emission analysis. Based on guidance in the CAPCOA report "CEQA & Climate Change," dated January 2008, the City's memorandum entitled "Addressing Greenhouse Gas Emissions from Projects Subject to CEQA" (City of San Diego 2010) utilizes a screening threshold of 900 MT of CO_2e as a conservative threshold for requiring further analysis of GHG emissions. Projects with emissions above the 900 MT threshold are required to evaluate whether emissions can be reduced below "business as usual" levels. The City has proposed a target of 28.35 percent below "business as usual" as its significance threshold, based on the California CARB's Scoping Plan and year 2020 "business as usual" forecast model, which represents the GHG emissions that will be expected to occur without any GHG project reducing features or mitigation as mandated under AB 32.

3.1.3.2 Impact Thresholds

For purposes of this EIR, a significant Greenhouse Gas Emissions impact will occur if implementation of the Proposed Project will:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or,*
- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

3.1.3.3 Impacts

The Proposed Project's contribution to cumulative impacts related to GHG emissions and climate change will only be cumulatively considerable if the Proposed Project will generate more than 900 MT of CO_2e per year. Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98.9% of all GHG emissions by volume and are the GHG emissions that the Proposed Project will emit in the largest quantities. To simplify greenhouse gas calculations, both CH_4 and N_2O are converted to equivalent amounts of CO_2 and are identified as CO_2e. In other words, CO_2e is an equivalent volume or mass of CO_2 converted from global warming potentials of other gases that may cause equivalent warming. Calculations are based on the methodologies discussed in the CAPCOA, CEQA, and Climate Change white paper and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol.

A. Construction Emissions

The Proposed Project engineer expects all the grading to be complete in about five weeks. The first four weeks of grading will be considered "Mass Grading" and will include all grubbing of the site where all grass and old irrigation pipes will be removed and disposed of offsite. During the fifth week of grading the contractor will finish grade the entire site to achieve optimal grades necessary for proper drainage. The grading operation will require no more than 20,000 cubic yards (CY) of earthwork. Also, during the fifth week of grading, the contractor will use small tractors and trenchers to construct underground utility trenches for irrigation and utility lines. All trenching will be completed during the fifth week. After the site is prepared, the landscaping and construction of the sports facilities, concessions/restroom facility and the two story classrooms will begin. Construction will be expected to last an additional seven weeks. Altogether, if the Proposed Project begins in the first quarter of 2017, the construction will be completed roughly early to mid 2018. During the grading period, roughly 7,000 CY of construction debris will be

hauled offsite. It is expected that up to 500 round trips using 14 CY trucks within a 20-mile radius will be necessary during the earthwork period.

The schedule proposed will be considered a "fastest possible" construction duration for the entire Proposed Project, including completion of the classroom. Since emission thresholds are based on daily levels, this would be considered worst-case under CEQA. Also, for purposes of this analysis all material haulage will occur during the fine grading phase. The expected construction emissions are shown in Table 3.1.2-5 in the Air Quality Section.

Utilizing the URBEMIS 2007 inputs for the model as shown in Table 3.1.2-5, it was determined that grading and construction of the Proposed Project will produce approximately 432.73 tons of CO_2 within 2017 and 2018. The URBEMIS model outputs are provided in the *Greenhouse Gas Assessment* (Appendix I). Given the fact that the total emissions will ultimately contribute to 2020 cumulative levels, it is acceptable to average the total construction emission over a 30 year period. A summary of the construction emissions is shown in Table 3.1.3-2 below.

Table 3.1.3-1
Expected Construction Emissions Summary

Year	CO_2
Construction Total (2017+2018)	432.73
Yearly Average (2020)*	**14.42 tons/year over 30 years**
Yearly Average Metric Tons (2020)*	**13.09 Metric Tons/year over 30 years**

Notes: Expected construction emissions are based upon URBEMIS modeling assumptions identified in the *Greenhouse Gas Assessment*; Data is presented in decimal format and may have rounding errors.
*Total construction related CO_2 averaged over a 30-year span.
Source: Ldn Consulting, Inc., 2014.

B. Operational Vehicle Emissions

Based on the traffic impact study (Appendix H of this EIR) the Proposed Project could add as many as 404 daily trips on weekdays and up to 1,430 trips on the weekends. For purposes of this worst-case analysis, it is assumed that 52 days per year will generate 1,430 daily trips and 261 days per year will generate 404 daily trips once the Proposed Project is fully operational. Project trip distribution and expected average trip distances were assumed to be typical for an urban setting in San Diego (5.8 miles).

Given this, based on the yearly operations, the Proposed Project will generate 1,042,863.2 VMT. In order to obtain a realistic approximation of the Business as Usual (BAU) baseline emissions, Ldn Consulting ran the EMFAC 2007 model for 2020 which could be assumed to be BAU. The EMFAC modeling results for 2020 are provided in the *Greenhouse Gas Assessment* and follow methodologies utilized by the State further described in the *Greenhouse Gas Assessment*. Based on the results of the modeling, the estimated GHG emissions under a BAU scenario will be as high as 434.83 $MTCO_2e$ per year.

C. Electricity Use

Utilizing methodologies within the CCARGRPV3.1 as described in the *Greenhouse Gas Assessment*, CO_2, CH_4, and N_2O from electricity use was calculated. Based upon calculations in Section 4.3 of the *Greenhouse Gas Assessment*,

the Proposed Project will be expected to utilize no more than 70,800 kWh per year over existing uses. Therefore, the Proposed Project will generate 23.118 $MTCO_2e$ from electricity usage per year.

D. Solid Waste Emissions Gas Usage

Based upon methods discussed in Section 4.4 of the *Greenhouse Gas Assessment*, it was determined that the Proposed Project will generate 89.90 tons of solid waste each year. Utilizing the EPA's waste breakdown emission factors for each trash type and multiplying those factors with the projected waste generation yields estimates of 18.41 $MTCO_2e$ per year for the Proposed Project.

E. Water Usage

Based on methods identified within Section 4.5 of the *Greenhouse Gas Assessment*, the Proposed Project will most likely require 6,417,315.83 GPY and the estimated worst case energy use required to pump that water will be 71,302.80 kWh each year. Given this, the Proposed Project is expected to generate approximately 23.52 $MTCO_2e$ per year.

F. Project Cumulative Totals

Cumulatively, the Proposed Project will emit approximately 512.96 $MTCO_2e$ each year. This is below the CAPCOA and City of San Diego acceptable 900 MT screening threshold and no project related design features will be required. Therefore the Proposed Project will be considered compliant with AB 32 and no further analysis is necessary. A summary of the totals is shown in Table 3.1.3-2 below.

Table 3.1.3-2
Expected Annual CO_2e Emissions Summary

CO_2e Generator	CO_2e (Metric Tons)
Construction*	13.09
Vehicular Usage	434.83
Energy	23.12
Solid Waste	18.41
Water	23.52
Total	**512.96**

Note: *The Proposed Project does not exceed the 900 MT/Year threshold even if the construction CO_2e emissions of 432.73 MT/Year are not averaged over 30 years.
Source: Ldn Consulting, Inc., 2014.

3.1.3.4 Cumulative Impact Analysis

As discussed above, the Proposed Project will not result in a significant impact related to GHG emissions. Therefore, the Proposed Project in conjunction with other cumulative projects will not result in a cumulatively significant GHG emissions impact.

3.1.3.5 Significance of Impacts

The Proposed Project's construction and operational greenhouse gas emissions will result in an estimated total of approximately 512.96 $MTCO_2e$ per year. The Proposed Project will not exceed the City of San Diego's screening

threshold of 900 MT per year, which is based on the CAPCOA report, "CEQA & Climate Change". As such, the Proposed Project's contribution to cumulative GHG emissions and climate change will be less than significant.

3.1.3.6 Mitigation Measures

Implementation of the Proposed Project will not result in significant direct, indirect, or cumulative impacts related to GHG emissions; and therefore, no mitigation measures are required.

3.1.3.7 Conclusion

The Proposed Project will not result in significant short-term or long-term GHG impacts. The Proposed Project will emit GHGs directly through the burning of carbon-based fuels such as gasoline and through the usage of electricity, water and from the anaerobic bacterial breakdown of organic solid waste. Based on the analysis provided in the *Greenhouse Gas Assessment*, the Proposed Project will cumulatively result in up to approximately 512.96 $MTCO_2e$ per year. As such, the Proposed Project will not exceed the City of San Diego's screening threshold of 900 $MTCO_2e$ per year, which is based on the CAPCOA. Therefore, the Proposed Project's contribution to cumulative GHG emissions and climate change will be less than significant.

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3.1.4 Hydrology and Water Quality

The information contained in this section is summarized from the *Water Quality Technical Report (WQTR)* dated December 1, 2014 and *Hydrology Study for the Correia Middle School Sports Complex* dated December 1, 2014 prepared by Fuscoe Engineering, Inc. (Appendices D and J, respectively). These documents are provided on the attached CD of Technical Appendices.

Although the San Diego Unified School District (District) is not required to comply with the City of San Diego Municipal Storm Water Standards, these studies are in conformance with the 2011 City of San Diego Storm Water Standards Manual (SSM) under the San Diego Regional Water Quality Control Board (RWQCB) Permit R9-200700001 issued by the RWQCB to the County of San Diego, and City Municipal Code Section 43.03, under the RWQCB Order CAS0108758. The Hydrology Study complies with the City's LID (Low Impact Development) criteria.

The District is listed on the State Water Resources Control Board (SWRCB) Phase II Small Municipal Separate Storm Sewer System (MS4) Permit, Order No. 2003-005-DWQ, as "non-traditional small MS4 anticipated to be designated in the future." The San Diego Region MS4 Permit (Order No. R9-2007-0001) post-construction BMPs will be incorporated into project following the City's Standard Urban Stormwater Mitigation Plan (SUSMP). The Proposed Project will comply with the California State Water Resources Control Board's Construction General Permit, Order No. 2009-0009-DWQ, Section XIII.

3.1.4.1 Existing Conditions

3.1.4.1.1 Hydrologic Setting

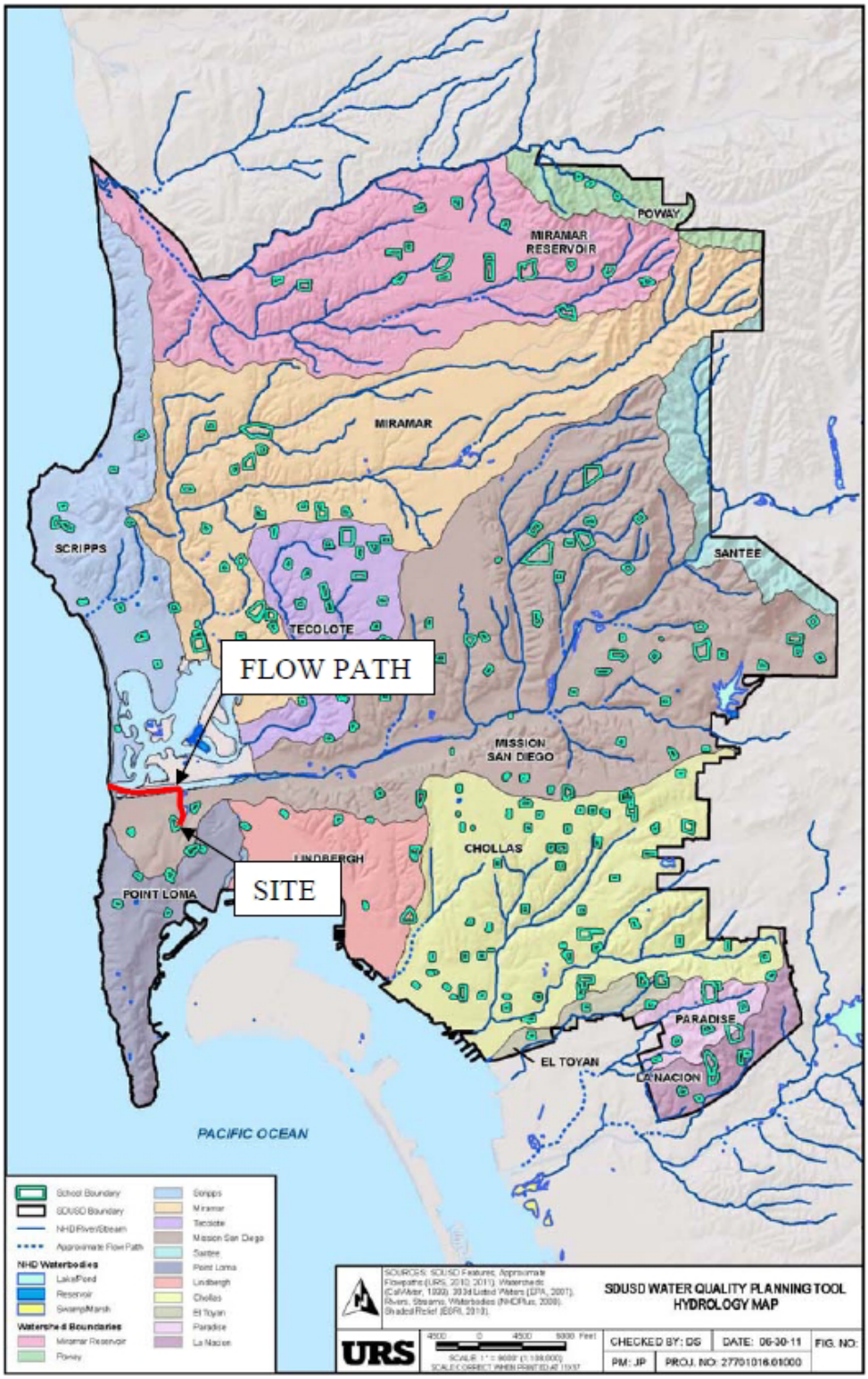
The Proposed Project site is located within the Mission San Diego Sub-Area (907.11), which is part of the Lower San Diego Hydrologic Area (907.10) within the San Diego (907) Hydrologic Unit (Figure 3.1.4-1). The existing site is comprised of school buildings, associated impervious areas, and athletic fields.

The *Geology and Soils Evaluation*, prepared by Ninyo and Moore (Appendix C of this EIR), found that the site is underlain primarily by artificial fill, young alluvial plain deposits, and old paralic deposits. The County of San Diego Hydrology Manual Soil Hydrologic Groups map identifies the site as being located in a large area of Group B soils. Group B soils generally have moderate infiltration rates, and consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine to coarse texture.

3.1.4.1.2 Existing Hydrology/Drainage

The present condition of the Proposed Project site includes approximately 7.3 acres of developed land, athletic fields, a parking lot, and a building. The entire school site contains 13.9 acres (65%) of impervious areas. The impervious surface features include existing parking areas, buildings, and hardscaped sidewalks. Onsite vegetation consists primarily of natural and artificial turf and shrubs.

The school site is divided into multiple watershed basins that extend beyond the District property. The basins, which include pervious and impervious areas, are depicted in Figure 3.1.4-2 and described as follows:



Source: Fuscoe Engineering, 2013

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SDUSD Watershed Map

FIGURE

3.1.4-1

EXISTING BASIN A-1

Basin A-1 consists of 6.4 acres of school buildings and facilities. Runoff drains toward the center of the basin, where it is collected by an existing 18" storm drain system and directed to the northeast area of the site, through the athletic fields, before joining with adjacent basins and being conveyed offsite. The existing land use is school buildings and facilities, which is 90% impervious.

EXISTING BASIN A-2

Basin A-2 is a 2.4-acre basin consisting of basketball courts, walkways and small pervious areas. Runoff drains toward a brow ditch that runs along the southeast side of the existing basketball courts, where it is collected by a grate inlet and piped east in an existing 10" storm drain before joining with adjacent basins and being conveyed offsite. The existing land use is parking lot and landscaping, which is 85% impervious.

EXISTING BASIN A-3

Basin A-3 is a 4.4-acre basin consisting of a highly compacted crushed rock base (see vicinity map) and pervious areas of existing athletic field. Runoff flows southwest to northeast and is captured in an existing inlet and piped north in an existing 24" pipe before joining with adjacent basins and being conveyed offsite. The existing land use is athletic fields, which is 65% impervious, reflecting the highly compacted crushed rock base.

EXISTING BASIN A-4

Basin A-4 is a 0.9-acre basin consisting of a faculty parking lot and landscaped areas. Runoff flows north to south and is captured in an existing inlet, joining with flow from adjacent subareas and piped offsite via an existing 24" storm drain. The existing land use is parking lot and landscaping, which is 85% impervious.

EXISTING BASIN B-1

Basin B-1 is a 2.4-acre basin consisting of pervious athletic field. Runoff flows north to south where it joins with adjacent Existing Basin OS-3 and leaves the site at POS#2, as shown in Figure 3.1.4-2. The existing land use is permanent open space.

EXISTING BASIN OS-1

Basin OS-1 consists of 0.6 acres of school buildings and facilities. Runoff flows toward Valeta Street and joins with Basin OS-2 where it is conveyed south along Valeta Street before joining the onsite basins at POS#1, as shown in Figure 3.1.4-2. The existing land use is school buildings and facilities, which is 90% impervious.

EXISTING BASIN OS-2

Basin OS-2 consists of 3.0 acres of street and open space/landscaped areas. Runoff flows south along Valeta Street, and east along Famosa Boulevard where it joins with the onsite basins at POS#1, as shown in Figure 3.1.4-2. The existing land use is high density residential, which is 80% impervious.

EXISTING BASIN OS-3

Basin OS-3 consists of 1.25 acres of hillside on the southwest side of the site. Runoff flows north to south, where it joins with adjacent Existing Basin B-1 and leaves the site at POS#2, as shown in Figure 3.1.4-2. The existing land use is permanent open space.

The site has a high soil erosion potential. Ongoing erosion of the steep slopes is an existing condition at the site. A retaining wall project is being handled as a separate operations and maintenance project that will be completed prior to construction of the Proposed Project. The Proposed Project is not reliant upon the retaining wall installation for the Proposed Project's completion.

3.1.4.1.3 Existing Flooding

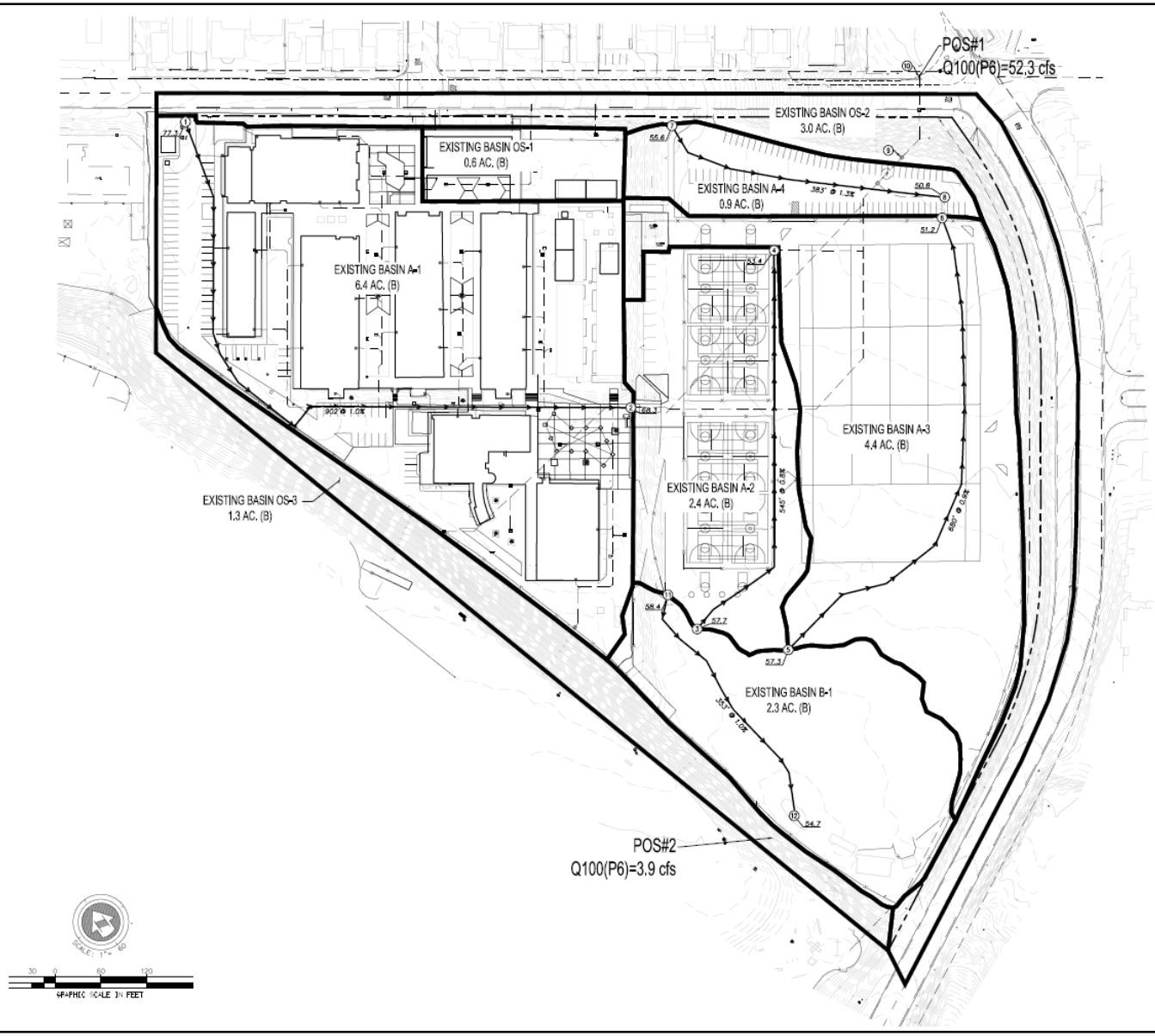
The Proposed Project site is not located within an existing floodplain per FEMA Flood Insurance Rate Map number 0673C1880G; therefore, the Proposed Project site is not subject to flooding.

3.1.4.1.4 Existing Water Quality

San Diego Regional Water Quality Control Board Basin Plan (2012). The federal Clean Water Act and the California Porter-Cologne Water Quality Control Act require that Water Quality Control Plans (more commonly referred to as Basin Plans) be prepared for the nine state-designated hydrologic basins in California. Each of the nine regional boards in California is required to adopt a Basin Plan. The Basin Plan serves to guide and coordinate the management of water quality within the region. According to the Basin Plan, "the most basic goal of the RWQCB is to preserve and enhance the quality of water resources in the San Diego Region for the benefit of present and future generations." Specifically the Basin Plan: (1) designates beneficial uses for inland surface waters, coastal waters, reservoirs and lakes, and ground water; (2) sets both numerical and non-numerical (narrative) water quality objectives that must be attained or maintained to protect the designated beneficial uses; (3) describes implementation programs to protect the beneficial uses of all waters in the Region; and, (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan. The Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

Beneficial Uses. Beneficial uses of surface water and groundwater have been established for each water body within the San Diego Basin. According to the RWQCB Basin Plan: Beneficial uses are defined as the uses of water necessary for the survival or well being of man, plants and wildlife. The uses of water serve to promote the tangible and intangible economic, social and environmental goals of mankind. Examples include the drinking, swimming, industrial, and agricultural water supply, and the support of fresh and saline aquatic habitats. According to the Basin Plan, beneficial uses have been designated for specific coastal water bodies, inland surface waters, and groundwater.

In 1972, the SWRCB adopted a uniform list and description of beneficial uses to be applied throughout all hydrological basins of the State.



SOURCE: Fuscoe Engineering, 2014

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Existing Basin Map

FIGURE 3.1.4-2

The following are definitions of the applicable beneficial uses for the hydrologic unit:

MUN – Municipal and Domestic Supply – Includes uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.

AGR – Agricultural Supply - Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.

IND – Industrial Service Supply - Includes uses of water for industrial activities that do not depend primarily on water quality including, but not limited to, mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection, or oil well re-pressurization.

REC1 – Contact Water Recreation - Includes uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and SCUBA diving, surfing, white water activities, fishing, or use of natural hot springs.

REC2 – Non-contact Water Recreation – Includes the uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

COMM – Commercial and Sport Fishing - Includes the uses of water for commercial or recreational collection of fish, shellfish, or other organisms including, but not limited to, uses involving organisms intended for human consumption or bait purposes.

EST – Estuarine Habitat - Includes uses of water that support estuarine ecosystems including, but not limited to, preservation or enhancement of estuarine habitats, vegetation, fish, shellfish, or wildlife (e.g., estuarine mammals, waterfowl, shorebirds).

MAR – Marine Habitat - Includes uses of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish, or wildlife (e.g., marine mammals, shorebirds).

WILD – Wildlife Habitat - Includes uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.

RARE – Rare, Threatened, or Endangered Species - Includes uses of water that support habitats necessary, at least in part, for the survival and successful maintenance of plant or animal species established under state or federal law as rare, threatened or endangered.

MIGR – Migration of Aquatic Organisms - Includes uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.

SPWN – Spawning, Reproduction, and/or Early Development - Includes uses of water that support high quality aquatic habitats suitable for reproduction and early development of fish. This use is applicable only for the protection of anadromous fish.

SHELL – Shellfish Harvesting - Includes uses of water that support habitats suitable for the collection of filter-feeding shellfish (e.g., clams, oysters and mussels) for human consumption, commercial, or sport purposes.

Water Quality Objectives. Like the designation of beneficial uses, the designation of water quality objectives must satisfy all of the applicable requirements of the California Water Code, Division 7 (Porter-Cologne Act) and the Clean Water Act. California Water Code, Section 13241 provides that each RWQCB shall establish water quality objectives for the waters of the state (i.e., surface and ground water), which, in the Regional Board's judgment, are necessary for the reasonable protection of beneficial uses and for the prevention of nuisance. Clean Water Act Section 303 requires that the State adopt water quality objectives (called water quality criteria) for surface waters.

303(d) List of Water Quality Limited Segments. Section 303(d) of the federal Clean Water Act (CWA, 33 USC 1250, et seq, at 1313(d)), requires states to identify waters that do not meet water quality standards after applying certain required technology-based effluent limits. Waters that do not meet the water quality standards are referred to as "impaired" water bodies. The SSM prioritizes project types and requires discussion regarding the Proposed Project condition of discharge to receiving waters on the 303(d) list of impaired waterbodies. Based on Table 1 of the SSM, the proposed school land use, "Commercial Greater Than One Acre," anticipates "Trash & Debris" and "Oil & Grease" to be the pollutants of concern. Also, "sediments, nutrients, oxygen demanding substances, bacteria & viruses, organic compounds, and pesticides" are other potential pollutants of concern.

The Proposed Project site discharges to the Lower San Diego Hydrologic Area of the San Diego Unit, which includes the Famosa Slough and Slough Channel (907.11) and Groundwater (Mission San Diego) (907.11). The San Diego River (Lower) and the Famosa Slough and Slough Channel have 303(d) listed impairments. The San Diego River (Lower) is impaired with fecal coliform, low dissolved oxygen, phosphorus, total dissolved solids, nitrogen, toxicity, and enterococcus. The Famosa Slough and Slough Channel 303(d) listed impairments include eutrophic. The associated total daily maximum loads (TMDLs) are for nutrients and eutrophication.

3.1.4.1.6 Regulatory/Legal Basis for Authority

A. Clean Water Act

The principal federal and state laws pertaining to the regulation of water quality are known respectively as the 1972 Federal Water Pollution Control Act (also known as the Clean Water Act) and Division 7 of the 1969 California Water Code (also known as the Porter-Cologne Water Quality Control Act or Porter-Cologne). The laws are similar in many ways. The fundamental purpose of both laws is to protect the beneficial uses of water. An important distinction

between the two is that Porter-Cologne addresses both ground and surface waters while the Clean Water Act addresses surface water only. The San Diego Regional Water Quality Control Board (RWQCB) has developed policies, rules, and procedures, and has been granted the authority to implement and enforce the laws and regulations requiring the control of water quality.

The CWA also established the National Pollutant Discharge Elimination System (NPDES), which requires under Section 402 permits for discharges of pollutants from certain point sources into waters of the United States. The CWA allows the EPA to delegate NPDES permitting authority to states with approved environmental regulatory programs. California is one of the delegated states. The NPDES permits applicable to the Proposed Project are the General Construction Stormwater Permit and the Regional General Municipal Stormwater Permit.

B. General Construction Stormwater Permit

Pursuant to Section 402(p)(4) of the CWA, Environmental Protection Agency (EPA) promulgated regulations for NPDES permit applications for stormwater discharges. On November 16, 1990, the EPA published final regulations that establish storm water discharges to waters of the United States from construction projects that encompass one (1) or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit. SWRCB Construction General Permit, Order No. 2009-0009-DWQ, is the active general stormwater construction activity permit for the State of California and RWQCB.

This permit was modified and re-issued based on a court challenge by the San Francisco, Santa Monica, San Diego, and Orange Coast Bay Keepers groups. The Court issued a judgment and directed the SWRCB to modify the provisions of the General Permit to, among other things, require permitees to implement specific sampling and analytical procedures to determine whether Best Management Practices (BMPs) implemented on the construction site are: 1) preventing further impairment by sediment in storm waters discharged directly into waters listed as impaired for sediment or silt; and 2) preventing other pollutants that are known or should be known by permitees to occur on construction sites and that are not visually detectable in stormwater discharges, from causing or contributing to exceedances for water quality objectives. Based on the Court's direction, the two areas of the permit that were modified were the Stormwater Pollution Prevention Plan (SWPPP) and the Monitoring Program and Reporting Requirements portions of the permit.

In order to be in compliance with the Permit, all projects involving one acre or more of soil disturbance require compliance with the General Construction Stormwater Permit, which includes the following:

- Notices of Intent (NOIs) – Certification to be signed by owner of the construction site.
- SWPPPs – Required elements of SWPPP include: 1) Site description addressing the elements and characteristics specific to the site; 2) Description of BMPs for erosion and sediment controls; 3) BMPs for construction waste handling and disposal; (4) Implementation of approved local plans; (5) Proposed post-construction controls, including description of local post-construction erosion and sediment control requirements; (6) Non-storm water management; (7) Identify a sampling and analysis strategy and sampling schedule for discharges from construction activity which discharge into water bodies listed on the 303 (d) List of Water Quality Limited Segments; and 8) For all construction activity, identify a sampling and analysis strategy and sampling schedule for pollutants that are not visually detectable in stormwater discharges,

which are known to occur on the construction site, and which could cause or contribute to an exceedance of water quality objectives in receiving waters.

- Monitoring Program and Reporting Requirements – Including inspection of prevention measures record keeping and annual certification of compliance, due July 1, 1993, and each July 1st thereafter. Dischargers of stormwater associated with construction activity that directly enters a water body listed on the 303 (d) List of Water Quality Limited Segments shall conduct a sampling and analysis program for the pollutants causing the impairment. Discharges that flow through tributaries that are not listed on the 303(d) List of Water Quality Limited Segments or that flow into MS4 are not subject to these sampling and analysis requirements.

C. Best Management Practices

Best Management Practices (BMPs) were originally developed to protect water quality by controlling erosion and sedimentation at the source. They have since been expanded to include controlling the volume and concentration of chemical and trash and debris pollutants entering waters of the United States.

BMPs include such standard practices as lengthening runoff detention periods, covering bare areas with mulches, constructing infiltration facilities, and providing public education as to the consequences, both legally and environmentally, of illicit discharges to storm drains.

D. Low Impact Development

Incorporating Low Impact Development (LID) design strategies for priority development projects is required per R9-2007-0001, the Municipal Storm Water Permit issued to the County of San Diego and the incorporated cities and districts within. Per the City of San Diego SSM, the Proposed Project is considered to be a Priority Development Project, so it must incorporate LID strategies in the Proposed Project design.

3.1.4.2 Impact Thresholds

For purposes of this EIR, a significant Hydrology and Water Quality impact will occur if implementation of the Proposed Project will:

- *Violate any water quality standards or waste discharge requirements;*
- *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level;*
- *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or in a manner, which will result in a substantial erosion or siltation on- or off-site;*
- *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 that will result in flooding on- or off-site;*
- *Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;*
- *Otherwise substantially degrade water quality;*

- *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;*
- *Place within a 100-year flood hazard area structures that will impede or redirect flood flows;*
- *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; or*
- *Inundate by seiche, tsunami, or mudflow.*

3.1.4.3 Impacts

The Proposed Project will maintain the existing use by redeveloping and expanding the "green" athletic fields, but reduce the impervious area by demolishing and removing a portion of the athletic area's impervious footprint. Proposed Basin P-1 will be implemented with the Proposed Project and will consist of a combination of the Existing Basins A-2, A-3, and B-1. Existing Basin B-1 will have a small increase in impervious area for improvements to the proposed softball field (sidewalks, restrooms, etc.) Runoff will be conveyed to the existing storm drain system/24" pipe where it will join with adjacent basins and be conveyed to POS#1. The impervious area will be substantially reduced due to the following factors:

- The impervious areas and basketball/tennis courts for Existing Basin A-2 will be reduced in size; and,
- The highly compacted crushed rock in Existing Basin A-3 will be removed completely and replaced with football/soccer/softball fields and associated improvements.

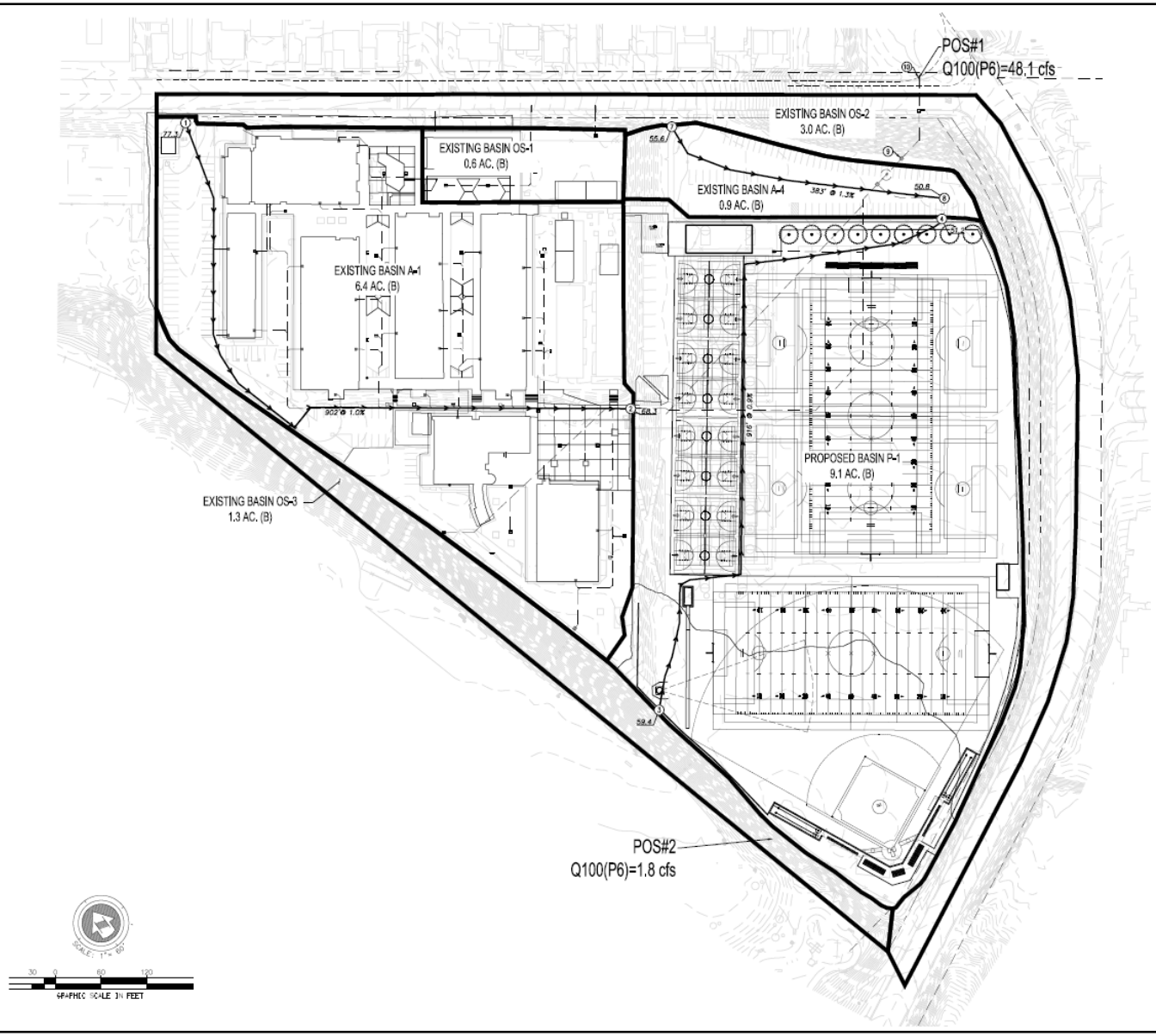
The Proposed Project will result in reduced impervious surfaces and runoff will also be reduced as shown in Figure 3.1.4-3.

A. Water Quality

Potential Pollutants

The Proposed Project will install additional pervious surfaces and reduce the amount of impervious surfaces, so the amount of runoff from the site will be reduced. Due to the presence of landscaping within the Proposed Project site, sediment, nutrients, and oxygen demanding substances are potential pollutants generated at the site. Bacteria, viruses, organic compounds, and pesticides are additional pollutants to be considered due to the presence of landscaping.

Receiving waters have 303(d) beneficial use impairments consisting of fecal coliform, low dissolved oxygen, phosphorus, total dissolved solids, nitrogen, toxicity, and enterococcus. The Proposed Project has the potential to contribute sediments, nutrients, oxygen demanding substances, bacteria, viruses, organic compounds, and pesticides. However, the Proposed Project will not degrade the existing water quality, nor violate water quality standards or waste discharge requirements due to the proposed LID Site Design, Source Control, and Treatment Control BMPs, which are further described in Appendix D of this EIR.



SOURCE: Fuscoe Engineering, 2014

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Proposed Basin Map

FIGURE 3.1.4-3

Sediment (Construction Phase)

As a result of grading and other activities, construction sites can contribute large amounts of pollution to downstream channels unless properly managed. Under the Statewide Construction General Permit (Order 2009-0009-DWQ), the Proposed Project proponents will submit a NOI to the State Water Resources Control Board (SWRCB) prior to commencement of construction activities. In addition, a SWPPP will be prepared and implemented at the Proposed Project site, and revised as necessary as administrative or physical conditions change. The SWPPP will describe BMPs meeting the Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology (BAT/BCT) standards required by the Construction General Permit; address pollutant source reduction; and, will ensure that water quality standards are not exceeded in the receiving waters. The SWPPP will be developed in accordance with the construction plans. The SWPPP will provide BMPs (e.g., erosion controls, sediment controls, tracking controls, non-storm water management, materials and waste management, and good housekeeping practices) that are to be maintained for the duration of the construction as well as measures that are specific to each phase of construction.

Receiving waters have 303(d) beneficial use impairments consisting of fecal coliform, low dissolved oxygen, phosphorus, total dissolved solids, nitrogen, toxicity, and enterococcus. Pollutants in stormwater runoff during the construction phase of the Proposed Project have the potential to exceed water quality standards and beneficial uses could be adversely affected. However, District compliance with the General Construction Permit and the implementation of BMPs and source control measures, is anticipated to prevent increases in storm water pollutants and runoff during construction. In order to reduce the amount of pollutants discharged off-site due to construction activities to a level less than significant, the Proposed Project will implement an effective combination of erosion and pollution control BMPs in conformance with the General Construction Permit (GCP).

Groundwater Impacts

The groundwater recharge in the area will improve as a result of the proposed redevelopment due to the reduction in impervious surface due to the proposed changes in land use and the incorporation of LID features. Based on the analysis above, conformance with the Construction General Permit and the implementation of BMPs as part of the Proposed Project will reduce potential water quality impacts to a level less than significant.

B. Hydrology/Drainage

The Proposed Project will reduce the amount of impervious surfaces on-site to 11.2 acres (53%). The Proposed Project will also incorporate LID features, which will result in lower weighted runoff coefficients with implementation of the Proposed Project. The proposed redevelopment drainage patterns will be very similar to the existing drainage patterns. No areas of substantially increased risk of erosion or siltation will be added. The Proposed Project will result in a decrease in runoff from the Proposed Project site due to the reduced impervious surfaces, so the storm drainage system will not be adversely affected or have its capacity exceeded. The Proposed Project will not provide substantial additional sources of polluted runoff due to the proposed LID Site Design, Source Control, and Treatment Control BMPs. Since the drainage pattern will closely mimic the existing pattern of the site and the amount of impervious surfaces on-site will be reduced; the Proposed Project will result in less than significant impacts related to hydrology and drainage.

C. Flooding

As discussed above, the Proposed Project area is not located within a FEMA mapped floodplain; therefore, no impact to people or structures is expected to occur as a result of flooding. The site is not located immediately near any significant confined waterbody and no significant steep unstabilized slopes are located above the Proposed Project site, so inundation by seiche is not likely. Due to the Proposed Project site's proximity to the coast, inundation by tsunami will be possible, but not likely, according to the California Department of Conservation's Tsunami Inundation Map. Therefore, no impact due to the flooding is expected.

3.1.4.4 Cumulative Impact Analysis

As discussed above, implementation of the Proposed Project will result in a beneficial impact on the existing hydrology of the site as well as the water quality downstream. Compliance with the requirements of the Construction General Permit at the Proposed Project site and implementation of LID/Site Design, Source Control and Treatment Control BMPs at the Proposed Project site will reduce potential short-term and long-term water quality impacts to a level less than significant. In addition, implementation of the Proposed Project will not result in a significant impact related to hydrology and flooding. Therefore, the Proposed Project in conjunction with other cumulative projects will not result in a cumulatively significant hydrology and water quality impact.

3.1.4.5 Significance of Impacts

Implementation of the Proposed Project will result in a beneficial impact on the existing hydrology of the site as well as the water quality downstream. The impervious area of the site will be reduced and groundwater recharge will be improved, which will result in a net reduction in runoff and pollutants from the site. Compliance with the requirements of the Construction General Permit at the Proposed Project site and implementation of LID/Site Design, Source Control and Treatment Control BMPs at the Proposed Project site will reduce potential short-term and long-term water quality impacts to a level less than significant. In addition, implementation of the Proposed Project will not result in a significant impact related to hydrology and flooding.

3.1.4.6 Mitigation Measures

With compliance with the Construction General Permit and the implementation of BMPs, the Proposed Project will not result in a significant impact related to hydrology and water quality; and therefore, no mitigation measures are required.

3.1.4.7 Conclusion

Compliance with the Construction General Permit and implementation of LID/Site Design, Source Control and Treatment Control BMPs at the Proposed Project site will reduce potential short-term and long-term water quality impacts to a level less than significant. In addition, implementation of the Proposed Project will result in a less than significant impact related to hydrology and flooding.

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3.1.5 Noise

Information contained in this section is summarized from the *Noise Study for the Correia Middle School Sports Complex Project*, prepared by Ldn Consulting, Inc. (Ldn) dated December 1, 2014 (Appendix E of this EIR). This document is provided on the attached CD of Technical Appendices found on the back cover of this EIR.

3.1.5.1 Existing Conditions

3.1.5.1.1 Noise Definitions

Noise is defined as unwanted or annoying sound, which interferes with or disrupts normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss. The individual human response to environmental noise is based on the sensitivity of that individual, the type of noise that occurs, and when the noise occurs.

Sound is measured on a logarithmic scale consisting of sound pressure levels known as a decibel (dB). The sounds heard by humans typically do not consist of a single frequency but of a broadband of frequencies having different sound pressure levels. The method for evaluating all the frequencies of the sound is to apply an A-weighting to reflect how the human ear responds to the different sound levels at different frequencies. The A-weighted sound level adequately describes the instantaneous noise whereas the equivalent sound level depicted as Leq represents a steady sound level containing the same total acoustical energy as the actual fluctuating sound level over a given time interval.

The Community Noise Equivalent Level (CNEL) is the 24 hour A-weighted average for sound, with corrections for evening and nighttime hours. The corrections require an addition of 5 decibels to sound levels in the evening hours between 7 p.m. and 10 p.m. and an addition of 10 decibels to sound levels at nighttime hours between 10 p.m. and 7 a.m. These additions are made to account for the increased sensitivity during the evening and nighttime hours when sound appears louder.

3.1.5.1.2 Regulatory Framework

A. Operational Noise

The generation of noise from certain types of land uses could cause potential land use incompatibility. A project that will generate noise levels at the property line that exceed Section 59.5.0401 of the City's Municipal Code is considered to result in a potentially significant impact, as identified in Table 3.1.5-1.

Section 59.5.0401 of the Municipal Code sets restrictive operational exterior noise limits for single-family residential uses of 50 dBA Leq for daytime hours of 7 a.m. to 7 p.m., 45 dBA Leq during the evening hours of 7 p.m. to 10 a.m., and 40 dBA Leq during the evening hours of 7 p.m. to 7 a.m. Project components will typically operate during the daytime and evening hours; and therefore, the most conservative approach is to apply the 45-dBA Leq evening standard at the property lines.

TABLE 3.1.5-1
Sound Level Limits

Land Use	Time of Day	One-Hour Average Sound Level (dBA)
Single Family Residential	7:00am to 7:00pm 7:00pm to 10:00pm 10:00pm to 7:00am	50 45 40
Multi-Family Residential (up to a maximum density of 1/2000)	7:00am to 7:00pm 7:00pm to 10:00pm 10:00pm to 7:00am	55 50 45
All Other Residential	7:00am to 7:00pm 7:00pm to 10:00pm 10:00pm to 7:00am	60 55 50
Commercial	7:00am to 7:00pm 7:00pm to 10:00pm 10:00pm to 7:00am	65 60 60
Industrial or Agricultural	Any Time	75

Source: City of San Diego Noise Ordinance Section 59.5.0401

Note that the San Diego Unified School District is a separate agency and is exempt from the City's ordinances and land use plans. However, this analysis uses the City of San Diego Municipal Code standards as thresholds to determine significance with regards to land use compatibility.

B. Off-site Transportation Noise

A vehicle's noise level is from a combination of the noise produced by the engine, exhaust, and tires. The cumulative traffic noise levels along a roadway segment are based on three primary factors: the amount of traffic, the travel speed of the traffic, and the vehicle mix ratio or percentage of medium and heavy trucks. The intensity of traffic noise is increased by higher traffic volumes, greater speeds, and increased number of trucks.

Noise level changes greater than 3 dBA, or a doubling of the acoustic energy, are often identified as audible and considered potentially significant, while changes less than 1 dBA are not discernible. In the range of 1 to 3 dBA, humans who are very sensitive to noise may perceive a slight change. For the purposes for this analysis, a direct and cumulative roadway noise impact will be considered significant if the Proposed Project increases noise levels at a noise sensitive land use by 3 dBA CNEL and if the noise level is increased above an unacceptable noise level compatibility based on the land use per the City's General Plan.

C. Construction Noise

Division 4 of Article 9.5 of the SDMC addresses the limits of disturbing or offensive construction noise. The SDMC that with the exception of an emergency, it is unlawful to conduct any construction activity as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 a.m. to 7:00 p.m.

3.1.5.1.3 Effects of Noise

For most people, the usual consequences of noise are associated with speech interference, distractions at home and at work, disturbance with rest and sleep, and the disruption of recreational pursuits. The long-term effects of excessive noise exposure are physical as well as psychological. Physical effects may include headaches, nausea, irritability, constriction of blood vessels, changes in the heart and respiratory rate, and increased muscle tension. Prolonged exposure to high noise levels may result in hearing damage. Psychological effects may result from the stress and irritability associated with a change in sleeping patterns due to excessive noise.

The most effective noise reduction methods consist of controlling the noise at the source, and blocking the noise transmission with barriers. Any or all of these methods may be required to reduce noise levels to an acceptable level. To be effective, a noise barrier must have enough mass to prevent significant noise transmission through it and high enough and long enough to shield the receiver from the noise source. A typical minimum surface weight for a noise barrier is 3.5 pounds/square foot (equivalent to 3/4-inch plywood), and the barrier must be carefully constructed so that there are no cracks or openings.

3.1.5.1.4 Existing Noise Levels

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each use. Noise-sensitive receptors near the Proposed Project site include classrooms approximately 50 feet north of the Proposed Project site and residences located approximately 150 feet southeast and northeast of the boundary of the Proposed Project site.

As discussed in the Noise Study (Appendix E of this EIR), in order to measure the existing noise levels at the Proposed Project site, 15-minute noise measurements were taken from four different locations on the site on August 12, 2014 in the early afternoon. Figure 3.1.5-1 depicts the measurement locations. Table 3.1.5-2 identifies the noise measurements from the four locations within the Proposed Project site. Measurement location one (ML1) is located on the northeastern corner of the site along Valeta Street. ML2 is located near the multifamily residences southeast of the Proposed Project site along Famosa Boulevard. ML3 was located near the single-family residences along Famosa Boulevard. ML4 was located near Cleator Community Park to the west of the Proposed Project site. Table 3.1.5-2 provides the measured ambient sound levels that were obtained from the Proposed Project site.

A. Existing Operational Noise

Measurements collected offsite reflect the ambient sound levels from various measurement locations surrounding the Proposed Project site. As shown above, the hourly average sound level (or $L_{eq(h)}$) recorded over the monitoring period ranged between 64.7 and 68.2 dBA. The most common and primary sources of noise in the Proposed Project site vicinity were traffic (e.g., automobiles, buses, trucks, and motorcycles) along Valeta Street and Famosa Boulevard. Additional sources of noise in the Proposed Project site vicinity include sports at Cleator Community Park. The Proposed Project site did not present any existing groundborne vibrations. The Proposed Project site is part of Review Area 1 of the San Diego International Airport (SDIA) Land Use Compatibility Plan (LUCP) (2013), but the existing operations do not pose any noise impacts upon SDIA.

B. Existing Traffic Noise

The Proposed Project is located along Valeta Street and Famosa Boulevard. The existing average daily traffic (ADT) volumes along the nearby roadways is 3,225 ADT or higher according to the Correia Middle School Sports Complex Draft Transportation Impact Study (LOS, 2014).

SOURCE: Ldn Consulting, 2014

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Ambient Noise Monitoring Locations

FIGURE

3.1.5-1

TABLE 3.1.5-2
Measured Ambient Noise Levels

Location	Primary Noise Source	Time	Noise Levels (dBA)
			Leq
M1	Traffic	1:30-1:50 p.m.	66.5
M2	Traffic	2:15-2:30 p.m.	68.2
M3	Traffic	2:40-2:55 p.m.	65.2
M4	Traffic and sports at City Park	3:05-3:20 p.m.	64.7

Notes: Due to access limitations the meter was located near the road edge and the noise results are higher.
Source: Ldn Consulting, Inc., 2014.

3.1.5.2 Impact Thresholds

For purposes of this EIR, a significant Noise impact will occur if implementation of the Proposed Project will:

- *Expose people 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;*
- *Expose people to or generation of excessive groundborne vibration or groundborne noise levels;*
- *A substantial permanent increase in ambient noise levels in the Proposed Project vicinity above existing without the Proposed Project;*
- *A substantial temporary or periodic increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project;*
- *For a project located within an airport land use plan, or, where such plan has not been adopted, within two miles of a public airport or public use airport, will the Proposed Project expose people residing or working in the Proposed Project area to excessive noise levels; and,*
- *For a project within the vicinity of a private airstrip, will the Proposed Project expose people residing or working in the Proposed Project area to excessive noise levels.*

The following criteria are used to determine whether potential noise impacts will be significant for the Proposed Project:

- A proposed project will have a significant noise operational impact if the exterior noise/land use compatibility standards are exceeded (as described in Table 3.1.5-1)
- A proposed project will have significant vehicular traffic noise impact if the noise level change is greater than 3 dBA, or a doubling of the acoustic energy.
- A proposed project will have a significant construction noise impact if an average sound level greater than 75 decibels during the 12–hour period from 7:00 a.m. to 7:00 p.m. is experienced at or beyond the property lines of property zoned residential.

3.1.5.3 Impacts

A. Construction Noise Levels

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment including haul trucks, water trucks, graders, dozers, loaders and scrapers can reach relatively high levels. Grading activities typically represent one of the highest potential sources for noise impacts.

Based on U.S. Environmental Protection Agency (U.S. EPA), noise emissions empirical data and the amount of equipment needed, worst-case noise levels from the construction equipment will occur during demolition and grading activities. The anticipated equipment list for the construction activities includes a dozer, two backhoes/tractors, two water trucks, a trencher, a concrete saw and a grader. As shown in Table 3.1.5-3, anticipated construction noise levels will be below 74 dBA at 100 feet from the source (neighboring residential property lines average about 100 feet from the Proposed Project area). Therefore, the noise levels will comply with the City of San Diego's 75 dBA 12-hour standard. As a result of construction of the Proposed Project, less than significant noise impacts will occur and no mitigation measures are required.

TABLE 3.1.5-3
Construction Noise Levels

Equipment	Quantity	Source Level @ 50-Feet (dBA)	Duty Cycle (Hours/Day)	Cumulative Noise Level @ Property Line (dBA)
Graders	1	74	8	72.2
Rubber Tired Dozers	1	72	8	70.2
Water Trucks	1	70	8	71.2
Tractors/Loaders/Backhoes	1	73	8	74.2
Trencher	1	72	8	70.2
Concrete/Industrial Saw	1	80	8	72.2
Cumulative Noise Levels @ 50-Feet (dBA)				78.9
Nearest Average Distance (Feet)				100
Anticipated Property Line Noise Level @100-Feet (dBA)				73.9

Source: Ldn Consulting, Inc. 2014.

B. Operational Noise Levels

Based on the facility usage Table 1-1 of this EIR, the primary on-site noise sources will be spectators gathered in groups along sidelines and in bleachers. Secondary sources will include vehicles accessing the site and the sports activities within the fields. The modeled source noise levels are presented in Table 3.1.5-4. The sound level for 10 people was used to simulate teams cheering from a dugout, which is based on a single raised voice generating a sound power level of 81 dBA. A spectator area was assumed at each of the three bleacher areas are the softball field and a group of 10 raised voices was placed at each dugout. At the football/soccer field four spectator groups were placed around the field, two teams simulated by 10 raised voices each were centered at 50 yard line on the along sidelines, and a point was placed in the center of the field to represent a game. The Proposed Project does not include the installation of a Public Announcement (PA) System. Additionally, as identified in Table 1-1 of this EIR does not indicate any use of the Proposed Project that will result in other forms of amplified sound, such as band practice.

TABLE 3.1.5-4
Source Noise Levels

Name	Source Type	Sound Level (dBA)
Spectator Area (with seating)	Point	83
Soccer Game	Point	62
10 Raised voices	Point	81

Source: LDN Consulting, Inc.

Based on these inputs, the Proposed Project will not exceed any of the City of San Diego's noise standard thresholds, including the most restrictive nighttime (10 p.m. – 7a.m.) standard of 40 dBA Leq at any residential zoned property, as shown in Table 3.1.5-5 and Figure 3.1.5-2. Therefore, operational noise levels related to the proposed development will comply with the City of San Diego's most restrictive nighttime standard and less than significant impacts are anticipated.

TABLE 3.1.5-5
Predicted Operational Noise Levels

Receiver	Description	Noise Level (dBA L_{eq})	Complies with City Standard
1	2444 Caminito Venido	39	Yes
2	2440 Caminito Venido	40	Yes
3	2456 Caminito Menor	40	Yes
4	2378 Caminito Afuera	40	Yes
5	2370 Caminito Afuera	39	Yes
6	2362 Caminito Afuera	39	Yes
7	2354 Caminito Afuera	40	Yes
8	4096 Caminito Espejo	40	Yes
9	2324 Caminito Mira	39	Yes
10	2312 Caminito Mira	38	Yes
11	2308 Caminito Mira	37	Yes
12	4201 Montalvo Street	36	Yes
13	4231 Montalvo Street	34	Yes
14	4219 Montalvo Street	35	Yes

Source: Ldn Consulting, Inc. 2014.

SOURCE: Ldn Consulting, 2014

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Predicted Noise Levels

FIGURE

3.1.5-2

C. Traffic Noise Impacts

The off-site project-related roadway segment noise levels projected in this report were calculated using the methods in the Highway Noise Model published by the Federal Highway Administration (FHWA). Mobile noise levels radiate in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt, and hard pack dirt, while soft site conditions exist in areas having slight grade changes, landscaped areas, and vegetation. Hard site conditions, to be conservative, were used to develop the identified noise contours and analyze noise impacts along all roadway segments. The future traffic noise model utilizes a typical Citywide vehicle mix of 96% Autos, 2% Medium Trucks, and 2% Heavy Trucks for all analyzed roadway segments. Community noise level changes greater than 3 dBA are often identified as audible and considered potentially significant, while changes less than 1 dBA will not be discernible to local residents. In the range of 1 to 3 dBA, residents who are very sensitive to noise may perceive a slight change. For the purposes for this analysis, a direct roadway noise impact will be considered significant if the Proposed Project increases noise levels for a noise sensitive land use by 3 dBA CNEL and if the Proposed Project increases noise levels above an unacceptable noise level per the City's General Plan in the area adjacent to the roadway segment.

The Proposed Project will generate up to 365 daily trips during the weekdays and 352 daily trips during the weekends with a worst-case peak hour volume of 54 trips. The Proposed Project will add an approximately 10% increase or less to the existing roadway volumes, which will not cause a substantial noise increase (3 dBA CNEL); therefore, less than significant impacts regarding traffic noise are anticipated.

D. Aircraft Noise

As depicted on Figure 2.1-2, the Proposed Project site is located less than two miles west of SDIA, within Zone 2 (Inner Safety Zone) of the SDIA Airport Influence Area, Review Area 1 of the Airport Land Use Compatibility Plan. Review Area 1 is susceptible to noise levels up to 60 dB CNEL. The 60 dB CNEL portion of the SDIA noise contours is the boundary within which the noise environment is not suitable for sensitive land uses, such as residential and classroom facilities. The Proposed Project involves the construction of one new classroom building to replace existing portable structures. The new classroom building will be designed to ensure that interior noise is 45 dB CNEL, which is a requirement of classroom buildings located within Review Area 1 of the Airport Land Use Compatibility Plan. The remaining improvements associated with the Proposed Project are not considered to be sensitive receptors; therefore, no significant impacts related to aircraft noise are anticipated to occur.

3.1.5.4 Cumulative Impact Analysis

Point Loma High School is located approximately 1.0 mile south of the Correia Middle School campus. Due to the distance and varying topography between the two sites, it is not anticipated that the Proposed Project, when combined with the Point Loma High School Athletic Facilities Upgrades Project, will result in any cumulative noise impacts. As discussed above, the Proposed Project will not result in a significant impact related to noise. Therefore, the Proposed Project in conjunction with other cumulative projects will not result in a cumulatively significant noise impact.

3.1.5.5 Significance of Impacts

A. Construction Noise Levels

Construction equipment will be spread out over the Proposed Project site with some equipment working near the property line while other operations are located as far as 300 feet from the same property line. Even if all the equipment were located at a distance as close as 100 feet from the nearest property line, which is not physically possible, the noise level will be less than 75 dBA. Given the spatial separation of the equipment, the noise levels will comply with the City of San Diego's 75-dBA 12-hour standard and no impacts will occur and no mitigation measures are required. Additionally, project construction activities will not result in vibration induced structural damage to residential buildings near the demolition and construction areas.

B. Operational Noise Levels

Operation of the Proposed Project will not exceed the City of San Diego's noise standard thresholds at any residential zoned properties, and the Proposed Project is not expected to pose any significant noise impacts upon the operations of SDIA. Therefore, less than significant impacts resulting from operational noise emissions are anticipated.

C. Traffic Noise Impacts

The increase in roadway noise levels under existing plus project conditions will not result in a noise increase greater than 3 dBA at any of the study area roadway segments. Therefore, the Proposed Project's impact with respect to traffic noise will be less than significant.

D. Aircraft Noise Impacts

The Proposed Project involves the construction of one new classroom building to replace existing portable structures. The new classroom building will be designed to ensure that interior noise is 45 dB CNEL, which is a requirement of classroom buildings located within Review Area 1 of the Airport Land Use Compatibility Plan. The remaining improvements associated with the Proposed Project are not considered to be sensitive receptors; therefore, no significant impacts related to aircraft noise are anticipated to occur.

3.1.5.6 Mitigation Measures

Since the Proposed Project will not incur any significant noise impacts during construction, operations, or on the roadways, no mitigation measures are included.

3.1.5.7 Conclusion

Project construction and operations will present a source of noise at the Proposed Project site; however, the Proposed Project will comply with the City of San Diego's standards in all aspects concerning noise emissions. The Proposed Project's direct and indirect impacts related to noise is expected to be less than significant.

3.1.6 Transportation/Traffic/Parking

Information contained in this section is summarized from the *Transportation Impact Study* for the Correia Middle School Sports Complex Project prepared by LOS Engineering, Inc. dated November 18, 2014 (Appendix H). This report is provided on the attached CD of Technical Appendices found on the back cover of this EIR.

3.1.6.1 Existing Conditions

The Proposed Project is located on the Correia Middle School campus at 4302 Valeta Street. Streets adjacent to Correia include Clovis Street, Camulos Street, Montalvo Street, and Famosa Boulevard. These are primarily residential streets. The campus can be accessed either directly from Valeta Street or indirectly from Famosa Boulevard through a pedestrian gate located at the existing sports fields. Currently, these streets are used for daily access to Correia Middle School during the school week for academic and athletic purposes. The existing vehicular circulation network includes direct access from the Proposed Project site to Valeta Street through the existing school driveways. From Valeta Street, vehicles can access Famosa Boulevard which provides access to Nimitz Boulevard. Nimitz Boulevard feeds directly into Interstate 8, which provides regional access to the Proposed Project area and the rest of the Peninsula Community.

The existing site has 89 parking spaces adjacent to the sports complex available for sports field users. There are an additional 71 parking spaces located on the north side of the school that are not planned to be used by sports field users. According to the City of San Diego *Consultant's Guide to Park Design & Development*, November 2011, the parking ratio for neighborhood parks is five parking spaces per acre of non-programmed parkland, with an additional thirty spaces per backstop if a softball field is included. The existing parking supply meets and exceeds the City parking ratio. Presently, if the parking demand exceeds the on-site supply, overflow parking needs can be met on the adjacent street (Famosa Boulevard), as well as at Cleator Community Park located to the southwest of the Proposed Project site.

3.1.6.1.1 Methodologies

The traffic impact analysis examines the existing conditions (Year 2014), existing conditions with project conditions (Year 2014), Near-term without project conditions (Year 2018), Near-term with project conditions (Year 2018), Horizon Year without project conditions (Year 2035), and Horizon Year with project conditions (Year 2035). There are different methodologies used to analyze types of facilities. The traffic analyses prepared for this study were based on the *2000 Highway Capacity Manual* (HCM) operations analysis using Level of Service (LOS) evaluation criteria. The operating conditions of the study intersections and street segments were measured using the HCM LOS designations, which ranges from A through F. LOS A represents the best operating condition and LOS F denotes the worst operating condition. For this traffic study, the intersections and street segments were analyzed using the City of San Diego criteria.

A. Intersections

The study intersections were analyzed based on the operational analysis outlined in the 2000 HCM. This process defines LOS in terms of average control delay per vehicle, which is measured in seconds. A more detailed discussion of the LOS at unsignalized and signalized intersections is provided in the traffic technical study (Appendix H of this EIR).

B. Street Segments

The street segments were analyzed based on the functional classification of the roadway using the City of San Diego *Average Daily Vehicle Trips* capacity lookup table. A more detailed discussion of these standards and thresholds are provided in the traffic technical study (Appendix H of this EIR).

C. Congestion Management Program Criteria

The San Diego Association of Governments (SANDAG) Congestion Management Program (CMP) is intended to determine if a large project (greater than 2,400 ADT or more than 200 peak hour trips) will adversely impact the CMP transportation system. The Proposed Project is calculated to generate more than 200 peak hour trips during the tail end of the PM peak commuter period. Therefore, CMP system roadways within the study area were reviewed to determine if an arterial analysis will be required. The CMP system roadway lists Nimitz Boulevard; however, Nimitz Boulevard is not part of the study area because the Proposed Project adds less than 50 peak hour trips to this roadway. Therefore, an arterial analysis of CMP arterials is not required.

3.1.6.1.2 Existing Circulation Network

The roadways in the vicinity of the Proposed Project site that may be impacted by the Proposed Project include Famosa Boulevard and Valeta Street. Figure 3 of Appendix H of this EIR depicts the existing roadways and intersection configurations of the Proposed Project area. The following provides a brief description of each of these roadways:

Famosa Boulevard is a 2-lane roadway classified as a Street Subject to Future Study from Nimitz Boulevard to Valeta Street in the Peninsula Community Plan (adopted by City Council on May 31, 2011, excerpts included in Appendix D of the Draft Traffic Impact Study, Appendix H of this EIR). Famosa Boulevard from Nimitz Boulevard to Valeta Street is generally constructed with one travel lane in each direction and on-street parking is generally provided on both sides of the roadway. The capacity for this analysis was based on a 2-lane roadway with no fronting property (LOS E at 10,000 ADT). The posted speed limit along this section is generally 35-Miles Per Hour (MPH).

Valeta Street is classified as a 2-Lane Collector from Famosa Boulevard to Camulos Street in the Peninsula Community Plan. Valeta Street from Famosa Boulevard to Camulos Street is generally constructed with one travel lane in each direction and on-street parking is generally provided on both sides of the roadway. The posted speed limit along this section is generally 25 MPH.

3.1.6.1.3 Existing Traffic Volumes

Existing counts were taken when Correia Middle School was in session. Seven days of daily traffic counts were collected on Famosa Boulevard and Valeta Street to determine the weekday and weekend day with the highest volume. Wednesday had the highest combined weekday volume and Saturday had the highest combined weekend volume, thus these two days were selected for the analysis.

A. Peak Hour Intersection Performance

Counts were collected between 4:00 pm to 6:00 pm on a Wednesday and between 12:00 pm and 2:00 pm on a Saturday for the following intersections with the count dates noted in parentheses:

1. Famosa Blvd at Nimitz Blvd SB Ramp (Saturday 3/15/14 and Wednesday 3/19/14)
2. Famosa Blvd at Nimitz Blvd NB Ramp (Saturday 3/15/14 and Wednesday 3/19/14)
3. Famosa Blvd at Valeta St (Saturday 3/15/14 and Wednesday 3/19/14)

Table 3.1.6-1 summarizes the existing intersections LOS. All intersections currently operate at LOS B or better during both the AM and PM peak hours.

B. Daily Segment Volumes

Existing ADT volumes were collected for the following segments with count dates noted in parentheses:

1. Famosa Blvd from Nimitz Blvd to Valeta St (Thursday 3/6/14 thru Wednesday 3/12/14)
2. Valeta St from Camulos St to Famosa Blvd (Thursday 3/6/14 thru Wednesday 3/12/14)

The existing weekday PM, Saturday afternoon peak, and daily weekday and Saturday volumes are shown on Figure 4 of Appendix H of this EIR. The LOS calculated for the street segments are shown in Table 3.1.6-2. Under existing conditions, all of the studied roadway facilities were calculated to operate at LOS C or better.

3.1.6.1.4 Existing On-Site Parking and Access

Existing access to the sports complex is from gates to the north from the on-site parking area and to the south from a pedestrian gate on Famosa Boulevard. Neither additional pedestrian gates nor driveways are proposed as part of this project as the existing points of access adequately serve the site.

The existing site has 89 on-site parking spaces for current sports field users. There are 71 additional parking spaces on the north side of the school that are not planned to be utilized by sports field users. According to the City of San Diego Consultant's Guide to Park Design & Development, November 2011, the parking ratio for neighborhood parks is five (5) parking spaces per acre of non-programmed parkland and an additional thirty (30) spaces per backstop if a softball field is included (excerpts included in Appendix K of the Draft Traffic Impact Study, Appendix H of this EIR). For 7.3 acres, the City's requirement is 37 spaces (7.3x5=36.5) plus 30 due to the backstop for a total of 67 spaces; therefore, as it is currently configured, the campus has an adequate parking supply based on City requirements.

Due to the location of the pedestrian gate on Famosa Blvd, San Diego Unified School District staff members have observed parking for the site occurring on Famosa Blvd along the Proposed Project frontage and also at the Cleator Community Park located to the southwest of the site. Should the parking demand for the site exceed the on-site supply, it is anticipated that the overflow parking will continue to use Famosa Boulevard and Cleator Community Park based on the historic observations by District staff. This observation is consistent with the City's Consultant's Guide to Park Design & Development manual that also states on page 10 under 2.7.1 "Parking may be provided by on-site parking facilities or on adjacent streets."

3.1.6.1.5 Existing Public Transit and Other Modes of Transportation

A review of the Metropolitan Transit System (MTS) bus routes was conducted to determine which bus routes serve the study area. Public transit service currently exists on Voltaire Street along the Proposed Project frontage. Metropolitan Transit System Bus Route 923 serves Voltaire Street near the Proposed Project site. Bus Route 923 has

weekday and Saturday service. According to the City of San Diego Bicycle Master Plan Update, June 2011, there is an existing Class II bike lane on Nimitz Boulevard near the Proposed Project.

TABLE 3.1.6-1
Existing Intersection Level of Services

Intersection[1]	Movement	Peak Hour	Existing Conditions	
			Delay[2]	LOS[3]
Nimitz SB Ramp at Famosa Boulevard (S)	All	SAT	13.6	B
	All	PM	17.0	B
Nimitz NB Ramp at Famosa Boulevard (U)	EB L	SAT	9.7	A
	EB L	PM	10.5	B
Valeta St at Famosa Boulevard (U)	All	SAT	9.1	A
	All	PM	11.8	B
Valeta St at Project Access (U)	EB LR	SAT	0.0	A
	EB LR	PM	0.0	A

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds.
Source: LOS Engineering, 2014.

TABLE 3.1.6-2
Existing Segment ADT Volumes and Levels of Service

Segment	Classification	Daily Volume	# of Lanes	LOS E Capacity	V/C	LOS
Weekday						
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	6,231	2	10,000	0.62	C
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,868	2	8,000	0.48	C
Weekend Day (Saturday)						
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	7,213	2	10,000	0.72	C
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,225	2	8,000	0.40	B

Notes: Classification: TBD per community plan (existing conditions). Daily volume is an average for weekday and daily for Saturday. LOS: Level of Service. V/C: Volume to Capacity Ratio.
Source: LOS Engineering, 2014.

3.1.6.2 Impact Thresholds

For purposes of this EIR, a significant Transportation/Traffic/Parking impact will occur if implementation of the Proposed Project will:

- *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;*

- *Conflict with 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;*
- *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;*
- *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*
- *Result in inadequate emergency access; or,*
- *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 project is considered to result in a significant impact if new project traffic has decreased the operations on the surrounding roadways by the City of San Diego defined thresholds provided in Table 3.1.6-3.

Table 3.1.6-3
City of San Diego Traffic Impact Significant Thresholds

Level of Service with Project	Allowable Increase Due to Project Impacts[1]					
	Freeways		Roadway Segments		Intersections	Ramp Metering
	V/C	Speed (mph)	V/C	Speed (mph)	Delay (sec)	Delay (min)
E[2]	0.010	1.0	0.02	1.0	2.0	2.0[3]
F[2]	0.005	0.5	0.01	0.5	1.0	1.0[3]

Source: City of San Diego, 2011.

If a significant impact is calculated due to the addition of project traffic, then feasible mitigation is required to reduce the impact to the pre-project conditions or better. If the mitigation does not reduce the impact to LOS D, the impact is considered significant and unmitigated.

3.1.6.3 Impacts

Project trip generation was calculated based on rates documented in the City of San Diego *Trip Generation Manual*, May 2003 and the Institute of Transportation Engineers (ITE) *Trip Generation Manual 9th Edition*, 2012. The future trip generations are based on the higher or more conservative trip rate between City of San Diego trip rates and the ITE trip generation manual. The trip generation also incorporated a vehicle occupancy collected from existing sports field users in the City of San Diego from a survey conducted on Sunday March 23, 2014 generally between the hours of 9:00 am and 1:30 pm. An average vehicle occupancy rate of 2.9 people per vehicle was documented for youth and family users at a City of San Diego park that had softball, soccer, and tennis events. An average vehicle occupancy rate of 1.5 people per vehicle was documented from a multi-use field that had soccer events with adult players. According to the District, the highest reasonable and anticipated use for the sports complex are soccer practice and games with the concurrent use of two fields during a weekday and up to three concurrent uses of the fields during the weekend. Therefore, the higher anticipated trip generation is based on concurrent soccer uses.

3.1.6.3.1 Project Trip Generation

A. Weekday Trip Generation

Based on the City of San Diego manual, a developed park trip rate was used because the Proposed Project site (with softball and soccer fields) is similar to City parks with identical facilities. Additionally, a Soccer Complex trip rate was used from the ITE manual because the Proposed Project includes three soccer fields that may be used by soccer leagues. Calculated weekday trip generation based on ITE trip rates is summarized below in Table 3.1.6-4. In addition, the District indicated that the highest anticipated and most reasonable weekday use could be two fields used for practice by two different soccer teams. After the school session ends for Correia Middle School, the soccer fields are anticipated to be used for practice by school teams while the evening is anticipated to be used by adult teams. According to the District, practice events are the most reasonable use of the sports complex during a weekday. Different vehicle occupancies were applied for youth games vs. adult games based on the aforementioned vehicle occupancy rates described above. Based on the aforementioned information, the most reasonably anticipated use and trip generation of the sports complex are multiple back to back practices with two fields being used concurrently as provided in Table 3.1.6-5.

Table 3.1.6-4
City of San Diego & ITE Project Trip Generation (Weekday)

Proposed Land Use	Rate	Size & Units	ADT	% Rate	Split		AM		% Rate	Split		PM	
							IN	OUT				IN	OUT
Developed Park	50/Acre	7.30 Acres	365	4%	0.5	0.5	7	7	8%	0.5	0.5	15	15
ITE Soccer Complex (488)	71.33/Field	3 Fields	214	1.12	0.57	0.43	2	1	17.70	0.67	0.33	36	18

Notes: ADT – Average Daily Traffic; Split – percent inbound and outbound
Sources: City of San Diego *Trip Generation Manual*, May 2003; ITE 9th Edition *Trip Generation, 2012*

Table 3.1.6-5
District Based Trip Generation (Weekday)

Sports Complex Use	Time (Approximate)	Number of Attendees (1)	Vehicle Occupancy	Total Vehicles	Inbound Trips (2)	Outbound Trips (2)	ADT (3)
2 Concurrent Youth Soccer Practices	2:11pm – 3:59pm	100	2.9	34	34	34	68
2 Concurrent Youth Soccer Practices	4:00pm – 5:59pm	100	2.9	34	34	34	68
2 Concurrent Youth Soccer Practices	6:00pm – 7:59pm	100	1.5	67	67	67	134
2 Concurrent Youth Soccer Practices	8:00pm – 9:59pm	100	1.5	67	67	67	134
						Potential Weekday Traffic	404

Notes: (1) Players and Observers. (2) Trips already incorporate vehicle occupancy. (3) Average Daily Trips (Inbound + Outbound).
Sources: LOS Engineering, Inc. 2014.

Each data source provided slightly different volume calculations for the proposed athletic use. Taking a conservative approach, the highest weekday trip generation from each source was used for the Proposed Project. Additionally, data form the AM peak hour was not used because the sports field can only be used after school ends at approximately 2:11 pm. During a weekday, the sports complex is anticipated to generate 404 ADT with 70 PM peak

hour trips (36 inbound and 34 outbound). The ADT and PM outbound volumes are based on District information while the PM inbound volume is based on an ITE rate. The Proposed Project does not include any alterations to the existing road conditions, which will result in changes to air traffic, inadequate emergency access, or increased roadway hazards.

B. Weekend Trip Generation

The City of San Diego does not have a weekend rate for a park; therefore, Saturday trip generation was based on ITE rates and District information. The calculated weekend trip generation based on ITE Saturday trip rates is summarized in Table 3.1.6-6. In addition, the District indicated that the highest anticipated and most reasonable Saturday use could be three concurrent soccer games using three fields between 8:00 am and 10:00 pm. According to the District, the daytime uses (from 8:00 am to about 6:00 pm) are anticipated to be soccer games (as opposed to practice) by school or youth teams while the evening uses (6:00 pm to 10:00 pm) are anticipated to be soccer games by adult teams or leagues. Different vehicle occupancies were applied for the youth games vs. adult games based on the aforementioned vehicle occupancy rates. Based on the aforementioned information, the most reasonably anticipated use and trip generation of the sports complex are multiple back to back games with three fields being used concurrently as demonstrated in Table 3.1.6-7.

Table 3.1.6-6
ITE Project Trip Generation (Weekend)

Proposed Land Use	Rate	Size & Units	Saturday ADT	Rate	Split		Saturday Peak Hour	
							IN	OUT
ITE Soccer Complex (488)	117.43/Field	3 Fields	352	30.34	0.48	0.52	44	47

Notes: ADT – Average Daily Traffic; Split – percent inbound and outbound
Source: ITE 9th Edition *Trip Generation, 2012*

Table 3.1.6-7
District Based Trip Generation (Weekend)

Sports Complex Use	Time (Approximate)	Number of Attendees (1)	Vehicle Occupancy	Total Vehicles	Inbound Trips (2)	Outbound Trips (2)	ADT (3)
3 Concurrent Youth Soccer Games	8:00am – 9:59am	300	2.9	103	103	103	206
3 Concurrent Youth Soccer Games	10:00am – 11:59am	300	2.9	103	103	103	206
3 Concurrent Youth Soccer Games	12:00pm – 1:59pm	300	2.9	103	103	103	206
3 Concurrent Youth Soccer Games	2:00pm – 3:59pm	300	2.9	103	103	103	206
3 Concurrent Youth Soccer Games	4:00pm – 5:59pm	300	2.9	103	103	103	206
3 Concurrent Youth Soccer Games	6:00pm – 7:59pm	150	1.5	100	100	100	200
3 Concurrent Youth Soccer Games	8:00pm – 9:59pm	150	1.5	100	100	100	200
						Potential Weekday Traffic	1,430

Notes: (1) Players and Observers. (2) Trips already incorporate vehicle occupancy. (3) Average Daily Trips (Inbound + Outbound).
Sources: LOS Engineering, Inc. 2014.

As demonstrated in the above tables, each data source provided a slightly different traffic generation for the sports complex. Taking a conservative approach, the highest trip generation was used between the two Saturday trip generation sources. Based on information provided by the District, during a Saturday, the sports complex is anticipated to have 1,430 ADT with 206 afternoon peak hour trips (103 inbound and 103 outbound). Please note that this trip generation may be very conservative because it is about 4 times higher than the ITE daily rate and is based on concurrent uses of three soccer fields over 14 hours on a Saturday.

3.1.6.3.2 Existing with Project Conditions

The existing with project scenario accounts for the addition of non-homecoming project traffic onto existing conditions for PM and ADT conditions. Existing with project intersection and daily traffic volumes are shown on Figure 7 of Appendix H of this EIR. The LOS calculated for the study roadway elements are provided in Tables 3.1.6-8 and 3.1.6-9. As shown below, under existing with project conditions, all of the studied facilities were calculated to operate at LOS D or better with no significant direct project impacts. LOS D is considered an acceptable LOS by the City.

TABLE 3.1.6-8
Existing with Project Intersection Level of Services

Intersection[1]	Movement	Peak Hour	Existing Conditions		Existing + Project		Delta[4]	Sig[5]
			Delay[2]	LOS[3]	Delay[2]	LOS[3]		
Nimitz SB Ramp at Famosa Boulevard (S)	All	SAT	13.6	B	14.0	B	0.4	No
	All	PM	17.0	B	17.4	B	0.4	No
Nimitz NB Ramp at Famosa Boulevard (U)	EB L	SAT	9.7	A	10.3	B	0.6	No
	EB L	PM	10.5	B	10.8	B	0.3	No
Valeta St at Famosa Boulevard (U)	All	SAT	9.1	A	10.8	B	1.7	No
	All	PM	11.8	B	12.6	B	0.8	No
Valeta St at Project Access (U)	EB LR	SAT	0.0	A	10.9	B	10.9	No
	EB LR	PM	0.0	A	10.9	B	10.9	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) Level of Service. 4) Delta is the increase in delay. 5) Significant Impact? (Yes or no).
Source: LOS Engineering, 2014.

TABLE 3.1.6-9
Existing with Project Segment ADT Volumes and Levels of Service

Segment	Classi-fication	Existing				Project Daily Vol	Existing + Project				Change in V/C	Direct Impact
		Daily Vol	LOS E Cap	V/C	LOS		Daily Vol	LOS E Cap	V/C	LOS		
Weekday (Wednesday)												
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	6,231	10,000	0.623	C	303	6,534	10,000	0.653	C	0.030	No
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,868	8,000	0.484	C	343	4,211	8,000	0.526	C	0.043	No
Weekend Day (Saturday)												
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	7,213	10,000	0.721	C	1,073	8,286	10,000	0.829	D	0.107	No
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,225	8,000	0.403	B	1,216	4,441	8,000	0.554	C	0.152	No

Notes: Classification: To Be Determined (TBD) per community plan (existing conditions). Daily volume is an average for weekday and daily for Saturday. LOS: Level of Service. V/C: Volume to Capacity Ratio. Vol: Volume. Cap: Capacity.
Source: LOS Engineering, 2014.

3.1.6.3.3 Near-term without Project Conditions

The Near-term without project conditions describe the anticipated roadway operations with the addition of cumulative project traffic on top of existing volumes. Two cumulative projects were identified in the vicinity of the Proposed Project that include the Point Loma athletic field upgrades at Point Loma High School and a 7-11 Convenience Store planned on the northwest corner of Rosecrans Street at Hugo Street. In addition to the cumulative projects noted above, an annual growth factor of 0.5% was applied to existing volumes (2% total increase) to represent Near-term year 2018 conditions. Near-term traffic volumes (existing + 2% ambient background growth + cumulative project traffic) without the Proposed Project are shown on Figure 8 of Appendix H of this EIR. The LOS calculated for the study roadway elements are provided in Tables 3.1.6-10 and 3.1.6-11. Under Near-term without project conditions, all of the studied roadway facilities were calculated to operate at LOS C or better.

TABLE 3.1.6-10
Near-term without Project Intersection Level of Services

Intersection[1]	Movement	Peak Hour	Near-term	
			Delay[2]	LOS[3]
Nimitz SB Ramp at Famosa Boulevard (S)	All All	SAT PM	13.9 17.7	B B
Nimitz NB Ramp at Famosa Boulevard (U)	EB L EB L	SAT PM	9.8 10.7	A B
Valeta St at Famosa Boulevard (U)	All All	SAT PM	9.2 12.0	A B
Valeta St at Project Access (U)	EB LR EB LR	SAT PM	0.0 0.0	A A

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) Level of Service.
Source: LOS Engineering, 2014.

TABLE 3.1.6-11
Near-term without Project Segment ADT Volumes and Levels of Service

Segment	Classification	Near-term			
		Daily Volume	LOS E Capacity	V/C	LOS
Weekday (Wednesday)					
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	6,356	10,000	0.64	C
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,945	8,000	0.49	C
Weekend Day (Saturday)					
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	7,357	10,000	0.74	C
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,290	8,000	0.41	B

Notes: Classification: TBD per community plan (existing conditions). Daily volume is an average for weekday and daily for Saturday. LOS: Level of Service. V/C: Volume to Capacity Ratio.
Source: LOS Engineering, 2014.

3.1.6.3.4 Near-term with Project Conditions

The Near-term with project conditions describe the anticipated roadway operations during opening day of the Proposed Project. Near-term with project traffic volumes are shown on Figure 9 of Appendix H of this EIR. The LOS calculated for the study roadway elements are provided in Tables 3.1.6-12 and 3.1.6-13. Under Near-term with project conditions, all of the studied facilities were calculated to operate at LOS D or better with no significant direct impacts. LOS D is considered an acceptable LOS by the City.

TABLE 3.1.6-12
Near-term with Project Intersection Level of Services

Intersection[1]	Movement	Peak Hour	Near-term		Near-term + Project		Delta[4]	Sig[5]
			Delay[2]	LOS[3]	Delay[2]	LOS[3]		
Nimitz SB Ramp at Famosa Boulevard (S)	All	SAT	13.9	B	14.3	B	0.4	No
	All	PM	17.7	B	17.9	B	0.2	No
Nimitz NB Ramp at Famosa Boulevard (U)	EB L	SAT	9.8	A	10.4	B	0.6	No
	EB L	PM	10.7	B	10.9	B	0.2	No
Valeta St at Famosa Boulevard (U)	All	SAT	9.2	A	10.9	B	1.7	No
	All	PM	12.0	B	12.9	B	0.9	No
Valeta St at Project Access (U)	EB LR	SAT	0.0	A	10.9	B	10.9	No
	EB LR	PM	0.0	A	11.0	B	11.0	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) Level of Service. 4)Delta is the increase in delay. 5) Significant Impact? (Yes or no).
Source: LOS Engineering, 2014.

TABLE 3.1.6-13
Near-term with Project Segment ADT Volumes and Levels of Service

Segment	Classi-fication	Near-term				Project Daily Vol	Near-term + Project				Change in V/C	Direct Impact
		Daily Vol	LOS E Cap	V/C	LOS		Daily Vol	LOS E Cap	V/C	LOS		
Weekday (Wednesday)												
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	6,356	10,000	0.636	C	303	6,659	10,000	0.666	C	0.030	No
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,945	8,000	0.493	C	343	4,288	8,000	0.536	C	0.043	No
Weekend Day (Saturday)												
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	7,357	10,000	0.736	C	1,073	8,430	10,000	0.843	D	0.107	No
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,290	8,000	0.411	B	1,216	4,506	8,000	0.563	C	0.152	No

Notes: Classification: TBD per community plan (existing conditions). Daily volume is an average for weekday and daily for Saturday. LOS: Level of Service. V/C: Volume to Capacity Ratio. Vol: Volume. Cap: Capacity.
Source: LOS Engineering, 2014.

3.1.6.3.5 Horizon Year (2035) without Project Conditions

The Horizon Year (2035) volumes without the Proposed Project were based on SANDAG Series 12 traffic model volumes. The SANDAG year 2035 traffic model has the currently non-completed extension of Famosa Boulevard as being completed from Valeta Street to West Point Loma Boulevard. The SANDAG traffic model also has Famosa Boulevard coded as a 4 Lane Major roadway from Nimitz Boulevard to W. Point Loma Boulevard. This change

substantially increases the number of lanes and capacity, as well as the projected amount of traffic on Famosa Boulevard. The roadway segment and intersection configuration used in the Horizon Year analyses are shown in Figure 3.1.6-6 to reflect the SANDAG year 2035 traffic model conditions. The Horizon Year (2035) volumes without project traffic are shown on Figure 10 of Appendix H of this EIR. The LOS calculated for the study roadway elements are provided in Tables 3.1.6-14 and 3.1.6-15. Under Horizon Year (2035) without project conditions, all of the studied facilities were calculated to operate at LOS C or better.

TABLE 3.1.6-14
Horizon Year (2035) without Project Intersection Level of Services

Intersection[1]	Movement	Peak Hour	Horizon Year (2035)	
			Delay[2]	LOS[3]
Nimitz SB Ramp at Famosa Boulevard (S)	All All	SAT PM	16.2 25.1	B C
Nimitz NB Ramp at Famosa Boulevard (U)	EB L EB L	SAT PM	16.3 25.0	C C
Valeta St at Famosa Boulevard (U)	All All	SAT PM	19.4 24.2	B C
Valeta St at Project Access (U)	EB LR EB LR	SAT PM	0.0 0.0	A A

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) Level of Service.
Source: LOS Engineering, 2014.

TABLE 3.1.6-15
Horizon Year (2035) without Project Segment ADT Volumes and Levels of Service

Segment	Classification	Horizon Year (2035)			
		Daily Volume	LOS E Capacity	V/C	LOS
Weekday (Wednesday)					
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	11,200	40,000	0.280	A
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	4,300	8,000	0.538	C
Weekend Day (Saturday)					
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	13,000	40,000	0.325	A
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,600	8,000	0.450	C

Notes: Classification: TBD per community plan (existing conditions). Daily volume is an average for weekday and daily for Saturday. LOS: Level of Service. V/C: Volume to Capacity Ratio.
Source: LOS Engineering, 2014.

3.1.6.3.6 Horizon Year (2035) with Project Conditions

Horizon Year (2035) with project conditions was analyzed by adding project traffic onto Horizon Year volumes. The Horizon Year with project volumes are shown on Figure 12 of Appendix H of this EIR. The LOS calculated for the study roadway elements are provided in Tables 3.1.6-16 and 3.1.6-17. Under Horizon Year (2035) with project conditions, all of the studied facilities were calculated to operate at LOS C or better with no cumulatively considerable impacts. LOS D is considered an acceptable LOS by the City.

TABLE 3.1.6-16
Horizon Year (2035) with Project Intersection Level of Services

Intersection[1]	Movement	Peak Hour	Horizon Year (2035)		Horizon Year (2035) + Project		Delta[4]	Sig[5]
			Delay[2]	LOS[3]	Delay[2]	LOS[3]		
Nimitz SB Ramp at Famosa Boulevard (S)	All	SAT	16.2	B	17.4	B	1.2	No
	All	PM	25.1	C	25.9	C	0.8	No
Nimitz NB Ramp at Famosa Boulevard (U)	EB L	SAT	16.3	C	19.1	C	2.8	No
	EB L	PM	25.0	C	27.4	D	2.4	No
Valeta St at Famosa Boulevard (U)	All	SAT	19.4	B	22.3	C	2.9	No
	All	PM	24.2	C	25.7	C	1.5	No
Valeta St at Project Access (U)	EB LR	SAT	0.0	A	11.4	B	11.4	No
	EB LR	PM	0.0	A	11.3	B	11.3	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) Level of Service. 4)Delta is the increase in delay. 5) Significant Impact? (Yes or no).
Source: LOS Engineering, 2014.

TABLE 3.1.6-17
Horizon Year (2035) with Project Segment ADT Volumes and Levels of Service

Segment	Classi-fication	Horizon Year (2035)				Project Daily Vol	Horizon Year (2035) + Project				Change in V/C	Direct Impact
		Daily Vol	LOS E Cap	V/C	LOS		Daily Vol	LOS E Cap	V/C	LOS		
Weekday (Wednesday)												
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	11,200	40,000	0.280	A	303	11,503	40,000	0.288	A	0.008	No
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	4,300	8,000	0.538	C	343	4,643	8,000	0.580	C	0.043	No
Weekend Day (Saturday)												
Famosa Boulevard From Nimitz Blvd to Valeta St	TBD (2 Lanes)	13,000	40,000	0.325	A	1073	14,073	40,000	0.352	A	0.027	No
Valeta Street From Famosa Blvd to Camulos St	2 Lane Collector	3,600	8,000	0.450	C	1216	4,816	8,000	0.602	C	0.152	No

Notes: Classification: TBD per community plan (existing conditions). Daily volume is an average for weekday and daily for Saturday. LOS: Level of Service. V/C: Volume to Capacity Ratio. Vol: Volume. Cap: Capacity.
Source: LOS Engineering, 2014.

3.1.6.3.7 Field Access

There is existing access to the sports complex from gates to the north from the on-site parking lot and to the south from a pedestrian gate on Famosa Boulevard. The Proposed Project does not propose any additional pedestrian gates or driveways, as the District indicated that the existing access points adequately serve the site.

3.1.6.3.8 Project On-site Parking and Access

Existing access to the sports complex is from gates to the north from the on-site parking area and to the south from a pedestrian gate on Famosa Boulevard. Neither additional pedestrian gates nor driveways are proposed as part of this project as the existing points of access adequately serve the site.

The existing site has 89 parking spaces adjacent to the sports complex available for sports field users that will be reduced to about 64 spaces with the Proposed Project. There are an additional 71 parking spaces located on the north side of the school that are not planned to be used by sports field users. According to the City of San Diego *Consultant's Guide to Park Design & Development*, November 2011, the parking ratio for neighborhood parks is five parking spaces per acre of non-programmed parkland, with an additional thirty spaces per backstop if a softball field is included. Based on these requirements, the 7.3 acre sports complex will require a total of 67 parking spaces (37 spaces plus an additional 30 due to the backstop), which will result in a shortage of three on-site parking spaces based on City requirements. If needed, the shortage of three spaces can be made up by using some of the existing 71 on-site parking spaces on the north side of the school or from on-street parking along the Proposed Project frontage.

In the instance that the parking demand exceeds the on-site supply, it is expected that overflow parking will continue onto the adjacent street (Famosa Boulevard), as well as at Cleator Community Park located to the southwest of the site. This assumption is based on observation by San Diego Unified School District staff members and is also consistent with the City's *Consultant's Guide to Park Design Development* manual, which states on page 10 under 2.7.1 "Parking may be provided by on-site parking facilities or on adjacent streets." Therefore, impacts associated with parking will be less than significant.

3.1.6.3.9 Local Plan Consistency

The Proposed Project occurs entirely within the boundary of the existing Correia Middle School campus and within the current location of the athletic facilities. Presently, surface streets adjacent to the school allow access to both the campus and the athletic facilities. The Proposed Project includes upgrades of the existing athletic facilities into a new sports complex, which will increase the number of weekday and weekend ADT and peak hour trips. During a weekday, the sports complex is anticipated to generate 404 ADT with 70 PM peak hour trips (36 inbound and 34 outbound). During a Saturday, the sports complex is anticipated to have 1,430 ADT with 206 afternoon peak hour trips (103 inbound and 103 outbound). However, all of the studied roadway facilities were calculated to operate at LOS D or better with implementation of the Proposed Project, and LOS D is considered an acceptable LOS by the City of San Diego. As discussed above, the Proposed Project does not conflict with any adopted plans or policies, nor does it conflict with any applicable plans, policies, or congestion management programs. Therefore, impacts will be less than significant.

3.1.6.4 Cumulative Impact Analysis

As discussed above, the Proposed Project will not result in a significant transportation/traffic/parking impact. Therefore, the Proposed Project in conjunction with other cumulative projects will not result in a cumulatively significant transportation/traffic/parking impact.

3.1.6.5 Significance of Impacts

On a given weekday, the sports complex is anticipated to generate 404 ADT with 70 PM peak hour trips (36 inbound and 34 outbound). During a Saturday, the sports complex is anticipated to have 1,430 ADT with 206 afternoon peak hour trips (103 inbound and 103 outbound). However, all of the studied roadway facilities were calculated to operate at LOS D or better with implementation of the Proposed Project. On-site parking is deficient by three parking spaces according to City requirements for neighborhood parks; however, sufficient overflow parking is available on-site, as

well as on adjacent Famosa Boulevard and at Cleator Community Park. Therefore, the Proposed Project will have a less than significant impact to transportation/traffic/parking.

3.1.6.6 Mitigation Measures

The Proposed Project will have a less than significant impact to transportation/traffic/parking; therefore no mitigation measures are required.

3.1.6.7 Conclusion

Since the studied roadway facilities were calculated to operate at LOS D or better with implementation of the Proposed Project, the increase in traffic resulting from project implementation will not result in significant direct or cumulative impacts. The Proposed Project does not conflict with any applicable plan, ordinance or policy (including congestion management programs and public transit, bicycle, or pedestrian plans), result in any changes to air traffic patterns, increase hazards, or result in inadequate emergency access. Although on-site parking is deficient by three parking spaces according to City requirements for neighborhood parks, sufficient overflow parking is available on-site, as well as on adjacent Famosa Boulevard and at Cleator Community Park. Therefore, impacts to transportation/traffic/parking will be less than significant.

3.2 Effects Found Not To Be Significant in the Notice of Preparation

CEQA Guidelines §15128 requires that an EIR contain a brief statement disclosing the reasons why various possible significant effects of a proposed project were found not to be significant and, therefore, will not be discussed in detail in the EIR. The following are environmental issue areas that were determined to not be significant in the Notice of Preparation and did not require further analysis in the EIR: Agricultural and Forest Resources, Cultural Resources, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation and Utilities and Service Systems.

3.2.1 Agricultural and Forest Resources

3.2.1.1 Farmland Mapping and Monitoring Program

Based on the farmland maps prepared by the *California Department of Conservation* (2006), the Proposed Project site is not identified as containing Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Proposed Project is located within an urbanized area and there are no existing agricultural lands or agricultural uses on-site. Therefore, there will be no impact to prime farmland, unique farmland of statewide importance.

3.2.1.2 Agricultural Zoning/Williamson Act

The Proposed Project site is not zoned for agriculture and is not under a Williamson Act contract. Therefore, no impact is identified for this issue area.

3.2.1.3 Forest, Timberland, Timberland Production Zone

The Proposed Project is located within an urbanized area. There are no existing forestlands, timberlands, or timberland zoned Timberland Production either on-site or in the immediate vicinity that will conflict with existing zoning or cause rezoning (ESRI, 2008). Therefore, no impact is identified for this issue area.

3.2.1.4 Loss of Forest Land

The Proposed Project is located within an urbanized area. There are no existing forestlands either on-site or in the immediate vicinity (ESRI, 2008). The Proposed Project will not result in the loss of forestland or conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

3.2.1.5 Natural Conversion of Farmland or Forest

The Proposed Project is located within an urbanized area; there are no existing agricultural and forestland or uses either on-site or in the immediate vicinity (ESRI, 2008). The Proposed Project will not involve any other changes that could result in conversion of farmland to non-agricultural use (i.e., increase population) or conversion of forestland to non-forest use. Therefore, no impact is identified for this issue area.

3.2.2 Cultural Resources

The Proposed Project site is currently developed within an existing middle school campus in an urbanized area of the Loma Alta neighborhood within the Peninsula Community. The site is not listed on the State of California's Office of Historic Preservation (SHPO) list for San Diego County as required by Section 15064.5 (SHPO, 2013). There are no

historic structures located within project site. No buildings associated with the school campus will be demolished or altered as part of the Proposed Project. In addition, it is unlikely that archaeological resources or human remains will be present on site, as the Proposed Project area has been substantially disturbed by grading activities associated with previous development of the site. Any significant archaeological resources or human remains will have likely been unearthed during past grading of the Proposed Project site. Therefore, implementation of the Proposed Project will not result in a significant impact to cultural resources.

3.2.3 Land Use and Planning

3.2.3.1 Divide Community

The Proposed Project is located in the Loma Alta neighborhood within the Peninsula Community in the western portion of the City of San Diego. The Proposed Project includes upgrading existing athletic facilities within the existing Correia Middle School campus. The school has been located on this site for several decades, making it a part of the community. As such, the Proposed Project will not divide an established community.

3.2.3.2 Applicable Land Use Plan, Policy Regulation

The Proposed Project is an upgrade to the school's athletic facilities within the school's campus. The Proposed Project will not expand the footprint of the campus, is consistent with the City of San Diego General Plan land use designation, and will not increase the school's capacity or increase the number of classrooms. Therefore, no impact is identified for this issue area.

Pursuant to a Board of Education Resolution under California Government Code, Section 53094, the District is exempt from the City of San Diego's Municipal Code. Therefore, the City of San Diego adopted land use plans and policies function as advisory documents only. Implementation of the Proposed Project will not result in any inconsistencies with the advisory land use plans and policies; therefore, the Proposed Project will not result in a significant land use and planning impact.

3.2.3.3 Habitat Conservation Plan/Natural Community Conservation Plan

The District is not a party to the City of San Diego's MSCP Subarea Plan (MSCP, 1997) and the MSCP does not apply to District properties. There are no sensitive biological resources in the Proposed Project area, as described above in Section 3.1.3 – Biological Resources. As such the Proposed Project will not conflict with the City's MSCP Subarea Plan, which serves as the City's natural community conservation plan.

3.2.4 Mineral Resources

According to the California Department of Conservation, Division of Mines and Geology, the Proposed Project site has a Mineral Land Classification of Mineral Resource Zone 3 (MRZ-3), which is identified as an area containing mineral deposits the significance of which cannot be evaluated from available data (CDC, 1996). In addition, there are no locally important mineral resource recovery sites delineated on any local plan, specific plan or general plan, or in the vicinity of the Proposed Project site. Furthermore, the Proposed Project is located entirely within the existing Correia Middle School campus, which is located within an urbanized area and thus will not result in the loss of availability of a known mineral resource that will be of value to the region. Therefore, implementation of the Proposed Project will not result in a significant impact to mineral resources.

3.2.5 Population and Housing

The Proposed Project site is currently developed within an existing middle school campus in an urbanized area of the Loma Alta neighborhood within the Peninsula Community. The Proposed Project elements consist of upgrades to existing athletic facilities. The Proposed Project will not result in the extension of roads or other infrastructure. The Proposed Project will not increase classroom capacity or student enrollment; therefore, no change to the school's existing enrollment will occur as a result of the Proposed Project. Likewise, no employment will be generated by the Proposed Project. Furthermore, no housing exists within the Correia Middle School campus; as such no people will be displaced. Therefore, the Proposed Project will not result in a significant impact to population and housing.

3.2.6 Public Services

The Proposed Project will upgrade existing athletic facilities within the existing Correia Middle School campus and will allow for an increase in events at the school and provide an opportunity for the fields to be use by third-party groups. However, the Proposed Project will not result in a change in the existing student enrollment or capacity, or the school's function. The Proposed Project will not result in an increased need of public services, as existing services will be sufficient. In addition, no public services (i.e., fire protection, police protection, schools, parks, or other public facilities) will be interrupted. As such, the Proposed Project will not have an adverse physical effect on the environment because the Proposed Project will not require new or significantly altered public services or facilities to be constructed. Therefore, implementation of the Proposed Project will not result in a significant impact to public services.

3.2.7 Recreation

The Proposed Project will not result in an increase in student enrollment and by extension an increase in population, which will generate a demand for recreational areas and uses. The Proposed Project site is not located in an area planned for future recreational uses, as it is located within an existing campus. However, the Proposed Project will provide additional recreational facilities within the Peninsula Community. Furthermore, the Proposed Project facilities are planned to serve the existing middle school and the existing surrounding neighborhood. Therefore, implementation of the Proposed Project will not result in a significant impact to recreation.

3.2.8 Utilities and Service Systems

3.2.8.1 Wastewater Treatment Requirements

The Proposed Project will not exceed wastewater treatment requirements of the San Diego Regional Water Quality Control Board (RWQCB), as use of the upgraded facilities is not anticipated to generate a significantly greater amount of wastewater than the current use. Therefore, no impact is identified for this issue area.

3.2.8.2 Water/Wastewater Treatment Facilities

The Proposed Project will not result in excess water use or generate excess amounts of wastewater, which will require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, no impact is identified for this issue area.

3.2.8.3 Stormwater Drainage Facilities

The Proposed Project will decrease the amount of runoff from the site, and thus will not require the construction of new storm water drainage facilities or expansion of existing facilities (Fuscoe, 2014). Therefore, no impact is identified for this issue area.

3.2.8.4 Water Supply

The City of San Diego supplies water to the existing school. The Proposed Project will not substantially change the existing water demand of the Proposed Project site, and the school's required water supply will not increase substantially as a result of the Proposed Project. Therefore, no impact is identified for this issue area.

3.2.8.5 Wastewater Treatment Provider Capacity

The Proposed Project will have a similar size as the previous uses and will not generate a substantially greater need for wastewater services. As such, the wastewater treatment provider will not be required to provide more capacity than existing for the Proposed Project site. Therefore, no impact is identified for this issue area.

3.2.8.6 Landfill Capacity

During construction, non-recyclable solid waste will be taken to a permitted landfill with sufficient capacity to accommodate the Proposed Project's disposal needs. The Proposed Project will not increase the student population or otherwise generate a substantial increase of on-site solid waste disposal needs beyond current levels. Therefore, a less than significant impact is identified for this issue area.

3.2.8.7 Solid Waste Regulations/Requirements

The Proposed Project will not substantially increase the sites generation of municipal solid waste and waste disposal services will continue to be provided by the landfill currently accommodating the school's solid waste disposal needs. In addition, the site will continue to comply with federal, state, and local statutes and regulations regarding solid waste. Therefore, a less than significant impact is identified for this issue area.

4.0 ALTERNATIVES

CEQA requires the consideration of alternative development scenarios and the analysis of impacts associated with the alternatives. Through comparison of these alternatives to the Proposed Project, the advantages of each can be weighed and analyzed. Section 15126.6(a) of the CEQA Guidelines requires that an EIR, "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." (§15126.6).

Additionally, §15126.6 (e)(f) of the CEQA Guidelines state:

- The specific alternative of "no project" shall also be evaluated along with its impact. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.
- The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making.

Pursuant to the CEQA Guidelines stated above, a range of alternatives to the Proposed Project is considered and evaluated in this EIR. The discussion in the section provides:

1. A description of alternatives considered;
2. An analysis of whether the alternatives meet most of the objectives of the Proposed Project; and,
3. A comparative analysis of the alternatives under consideration and the Proposed Project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the Proposed Project to a less than significant level. Table 4-1 below provides a summary of this analysis.

The factors that may be taken into account when addressing feasibility of alternatives include site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether access to an alternative site (if an off-site alternative is evaluated) can be reasonably acquired or controlled (CEQA Guidelines §15126.6(f)(1)).

The alternatives analyzed in this chapter include the following:

- No Project/Existing Sports Complex Alternative
- Alternative 1 – Proposed Project with Limited Usage Alternative
- Alternative 2 – Reduced Intensity Alternative

The impacts of these alternatives are compared to the impacts of the Proposed Project and the alternatives are assessed relative to their ability to meet the basic objectives of the Proposed Project as described in Chapter 1.0 of this EIR.

4.1 Alternatives Considered But Rejected

The following alternative was considered for the Proposed Project. However, this alternative was rejected from further consideration due to a lack of meeting most of the Proposed Project objectives and/or the infeasibility of the alternative.

4.1.1 Proposed Project with Built-up Site Alternative

The Built-up Site Alternative considered the benefits and impacts of adding fill soils over the entire site in order to reduce the potential for incursion into the underlying burned waste soils when making excavations for underground utilities and deep foundations for fence posts and light poles. However, due to the fact that the underlying burned waste deposits are primarily located at the site boundaries, the cost of importing the additional fill soils and the complications of making the modifications that would be required around the perimeter of the site in order to provide viable transitions to the surrounding ground elevations (i.e. ramps, stairs, retaining walls, lifting of fences, lifting of valves and yard boxes to existing utilities, lifting of drainage inlets, etc.), made this alternative impractical; and therefore, it was rejected.

4.1.2 Alternative Site Location

In accordance with State CEQA Guidelines Section 15126.6(f)(2), an alternative project site location should be considered if development of another site is feasible and if development of another site would avoid or substantially lessen significant impacts of the Proposed Project. When considering an alternative site location, the Proposed Project objectives may be used to determine the necessary size of the site, its location, and availability of infrastructure. CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in looking at an off-site alternative is "...whether any of the significant effects of the Proposed Project would be avoided or substantially lessened by putting the Proposed Project in another location."

An alternative providing the components of the Proposed Project on an alternative site location was considered but rejected because all impacts at the proposed site are mitigated to below a level of significance as described in Chapter 2 of this EIR; and therefore, an alternative site will not avoid any significant effects associated with the proposed site.

4.2 Analysis of Alternatives Considered

Alternatives to the Proposed Project are considered and discussed in this section. These include the "No Project" alternative that is mandated by CEQA and other alternatives that were developed during the course of project planning and environmental review for the Proposed Project.

4.2.1 No Project/Existing Sports Complex Alternative

The No Project/Existing Sports Complex Alternative assumes that the sports complex improvements will not be implemented. The District will not implement the upgrades associated with the Proposed Project and all of the athletic facilities will remain as they are under existing conditions. There will not be the addition of 1) a natural turf softball field that can also accommodate field sports in the outfield area; 2) an artificial turf play field with multiple markings for either one football field or a combination of two other field sports; and, 3) a hard court play area. Additional project features will include: a long jump pit; a classroom/team room building; a restroom/ concession/storage building; sports field lighting of the natural and artificial turf play areas; a new paved pedestrian walkway connecting the different sports venues; a new electrical service; new field irrigation and cooling infrastructure; and, landscaping.. Furthermore, the No Project/Existing Sports Complex Alternative will continue to allow the District to rent out the sports complex to public and private sports teams/clubs on evenings and weekends.

The No Project/Existing Sports Complex Alternative will avoid the significant impacts of the Proposed Project identified in Chapter 2; however, with implementation of Mitigation Measures HZ-1, GS-1 and PR-1, all project-related impacts will be mitigated to below a level of significance.

As discussed in Section 2.1 - Hazardous Materials and Hazards, the Proposed Project has a potential to result in a significant impact related to hazards and hazardous materials associated with burned waste material being disturbed during construction, which is considered a significant impact. However, with the implementation of Mitigation Measure HZ-1, these impacts will be reduced to a level less than significant. Without construction of the Proposed Project, the burned waste will remain as is and not be disrupted.

As discussed in Section 2.2 – Biological Resources, burned waste is contained within the existing fill material on-site and could potentially affect the Famosa Slough and Channel which lies directly adjacent to the school and is a receiving water of the Proposed Project site. The Proposed Project will provide Mitigation Measure HZ-1 during construction to mitigate any potential impacts that will arise related to the potential presence of burned waste. Without construction of the Proposed Project, the burned waste will remain as is and not be disrupted.

As discussed in Section 2.3 – Geology and Soils, the Proposed Project site has the potential to result in geology/soils impacts related to fill soils, expansive soils, corrosive soils, ground shaking and liquefaction, regardless of implementation of the Proposed Project. The Proposed Project will provide Mitigation Measure GS-1 during construction to mitigate any potential impacts that will arise during construction. However, since the No Project/Existing Sports Complex Alternative will not provide for any construction activity, a less than significant impact is identified for the No Project/Existing Sports Complex Alternative.

As discussed in Section 2.4 – Paleontological Resources, the Proposed Project is underlain by the Bay Point Formation, which is characterized as highly sensitive in regards to the potential presence of paleontological resources. During construction, the Proposed Project has the potential to impact paleontological resources potentially located under the Proposed Project site. The Proposed Project will provide Mitigation Measure PR-1 during construction to mitigate any potential impacts that will arise related to the potential presence of paleontological resources. Without any construction, any potential paleontological resources will not be impacted.

The No Project/Existing Sports Complex Alternative will avoid the Proposed Project's impacts and is considered environmentally superior to all the alternatives. State CEQA Guidelines Section 15126.6(e)(2) requires a lead agency to identify an environmentally superior alternative from among the other alternatives examined if the No Project/Existing Sports Complex Alternative is environmentally superior to the alternatives. Therefore, a discussion is provided below regarding the identification of an environmentally superior alternative. In addition, the No Project/Existing Sports Complex Alternative will not meet any of the objectives of the Proposed Project as identified in Chapter 1.0 of this EIR. Therefore, the No Project/Existing Sports Complex Alternative is not recommended for selection and implementation.

4.2.2 Alternative 1 – Proposed Project with Limited Usage Alternative

Alternative 1 includes construction of the Proposed Project as described in Chapter 1.0 of this EIR, but provides limitations on the operational allowances of the facility in an effort to reduce any potential for minor nuisance impacts to the surrounding community. Alternative 1 will include implementation of the Proposed Project but eliminate the ability to rent the facility to public and private sports teams/clubs in the evening or at night. By eliminating the evening/night rental component of the Proposed Project operations, the facility's operational frequency will decline; and therefore, operational nuisance impacts to the surrounding community, which were determined to be less than significant impacts in this EIR, such as aesthetics/lighting, air quality, greenhouse gas emissions, noise, transportation/traffic/parking impacts, will be reduced.

Limitation of the usage of the facility will further reduce the minimal impacts to the surrounding community and will be considered the environmentally superior alternative. Alternative 1 will pose less than significant impacts upon the surrounding community. However, by limiting usage of the sports complex, Alternative 1 will conflict with one of the Proposed Project objectives as identified in Chapter 1.0 of this EIR, specifically the objective to "provide the District with the opportunity to rent the fields out to third-party athletic groups outside of regular school hours per the requirements of the District's Administrative Procedures No: 9205 and 9229."

4.2.2 Alternative 2 – Reduced Intensity Alternative

Alternative 2 – Reduced Intensity Alternative includes construction of a portion of the Proposed Project, only the softball field area, as described in Chapter 1.0 of this EIR. Alternative 2 will reduce the project footprint and the overall area of construction disturbance, which in turn, reduces the amount of burned waste that potentially will be exposed. There is some burned waste present within the softball field area that will be exposed during grading and excavation of the site. The hazardous materials impacts resulting from the disturbance of burned waste will be reduced with the implementation of Alternative 2 as compared to the Proposed Project because Alternative 2 will reduce the overall ground disturbance in areas with the potential to contain burned waste. Alternative 2 will reduce the amount of area impacted as compared to the Proposed Project, but will not reduce the Hazardous Materials (burned waste) impact to below a level of significance. The implementation of Mitigation Measure HZ-1, as identified in Section 2.1 of this EIR, will still be required in order to reduce the impact below a level of significance.

Under Alternative 2, the new Sports Complex will be limited to the softball field area. The existing dirt fields on the campus will remain. As such, lights will only be installed within the softball field area and will not be installed within the entire project site as proposed under the Proposed Project. By reducing the areal extent of new fields constructed under Alternative 2, the facility's operational usage of the site will be less than that described for the Proposed

Project. Therefore, operational nuisance impacts to the surrounding community, which were determined to be less than significant impacts in this EIR, such as aesthetics/lighting, air quality, greenhouse gas emissions, noise, transportation/traffic/parking impacts will be reduced.

By reducing the project footprint in an effort to reduce the intensity of the Proposed Project and reduce impacts, Alternative 2 will conflict with one of the Proposed Project objectives as identified in Chapter 1.0 of this EIR, specifically the objective "to provide an opportunity to reasonably maximize the land resources on the site to meet the existing Correia Middle School, other District schools, and community demands for recreational facilities." Alternative 2 results in similar impacts requiring mitigation to the Proposed Project but does not meet all of the project objectives.

4.3 Environmentally Superior Alternative

Although the No Project/Existing Sports Complex Alternative will result in reduced environmental impacts compared to the Proposed Project, Section 1516.6(e)(2) of the State CEQA Guidelines requires identification of an alternative other than the No Project/Existing Sports Complex Alternative as the environmentally superior alternative. As such, Alternative 2 – Reduced Intensity Alternative will be the environmentally superior alternative due to its reduction in amount of exposure to Hazardous Materials (burned waste), community impacts, and general ability to meet some of the Proposed Project objectives. However, the Proposed Project will not result in any significant and unmitigable impacts, while providing an opportunity to reasonably maximize the land resources on the site to meet the existing Correia Middle School, other District schools, and community demands for recreational facilities; therefore, the Proposed Project is the recommended alternative.

TABLE 4-1
Comparison of Project Alternatives

Impact Category	Proposed Project	Alternative 1 – The Proposed Project with Limited Usage Alternative	Alternative 2 – Reduced Intensity Alternative	No Project/Existing Sports Complex Alternative
Aesthetics/Lighting	Less than Significant Impacts	Reduced – Less than Significant Impacts	Reduced – Less than Significant Impacts	Avoid
Air Quality	Less than Significant Impacts	Reduced – Less than Significant Impacts	Reduced – Less than Significant Impacts	Avoid
Greenhouse Gas Emissions	Less than Significant Impacts	Reduced – Less than Significant Impacts	Reduced – Less than Significant Impacts	Avoid
Hazards/Hazardous Materials	Less than Significant Impacts with Mitigation Measure HZ-1	Similar - Less than Significant Impacts	Reduced - Less than Significant Impacts with Mitigation Measure HZ-1	Avoid
Hydrology/Water Quality	Less than Significant Impacts	Similar – Less than Significant Impacts	Similar – Less than Significant Impacts	Avoid
Biological Resources	Less than Significant Impacts with Mitigation Measure HZ-1	Similar – Less than Significant Impacts	Reduced – Less than Significant Impacts	Avoid
Geology and Soils	Less than Significant Impacts with Mitigation Measure GS-1	Similar - Less than Significant Impacts	Similar - Less than Significant Impacts	Avoid
Noise	Less than Significant Impacts	Reduced – Less than Significant Impacts	Reduced – Less than Significant Impacts	Avoid
Paleontological Resources	Less than Significant Impacts with Mitigation Measure PR-1	Similar - Less than Significant Impacts	Similar - Less than Significant Impacts	Avoid
Transportation/Traffic/Parking	Less than Significant Impacts	Reduced – Less than Significant impacts	Reduced – Less than Significant impacts	Avoid
Environmentally Superior?	**No**	**No**	**Yes**	**Yes**
Meets Project Objectives?	**Yes**	**Some**	**Some**	**None**

Notes: Greater = Impacts under this alternative would be greater as compared to impacts for the Proposed Project.
Avoid = Impacts under this alternative avoided as compared to impacts for the Proposed Project.
Reduced = Impacts under this alternative reduced as compared to impacts for the Proposed Project.
Similar = Impacts under this alternative are similar to impacts for the Proposed Project.

Source: BRG Consulting, Inc., 2014.

5.0 REFERENCES

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6.0 EIR PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

This Environmental Impact Report was prepared for the San Diego Unified School District by BRG Consulting, Inc., at 304 Ivy Street, San Diego, California, 92101. The following professionals participated in its preparation:

San Diego Unified School District
Gary Stanford, Director of Project Management
Lynn Roxas, Project Coordinator
Kathryn Ferrell, Environmental Coordinator and Project Manager

BRG Consulting, Inc.
Erich R. Lathers, Principal-in-Charge
Kathie Washington, Senior Project Manager
Mary Bilse, Senior Project Manager
Audrey Mitchell, Assistant Project Manager
Tristan Evert, Environmental Planner
Karl Lintvedt, Environmental Planner and GIS Coordinator
John Addenbrooke, Environmental Planner and Production Manager

BRG Consulting was assisted by the following consultants:

T&B Planning Consultants, Lighting Impact Study
Jerrica Harding, AICP

Ninyo and Moore, Geotechnical Evaluation/Hazardous Materials
Ron D. Hallum, PG, CEG
Lisa Bestard

Ldn Consutling, Inc., Air Quality Assessmnet, Greenhouse Gas Assessment, Noise Impact Study
Jeremy Louden

LOS Engineering, Inc., Traffic Impact Study
Justin Rasas

Fuscoe Engineering., Hydrology Study and Water Quality Technical Report
Paul Haaland, P.E.

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Correia Middle School Sports Complex Project
Draft EIR

Appendix A

Notice of Preparation (NOP)

Prepared by BRG Consulting, Inc.

May 10, 2013

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT
and
NOTICE OF A PUBLIC SCOPING MEETING

CORREIA MIDDLE SCHOOL SPORTS COMPLEX PROJECT

May 10, 2013

The San Diego Unified School District (District) is the Lead Agency requesting input regarding the preparation of an Environmental Impact Report (EIR) for the proposed Correia Middle School Sports Complex Project pursuant to the California Environmental Quality Act (CEQA). This Notice of Preparation (NOP) serves to solicit input as to the scope and content of the Draft EIR for an upgraded sports complex on the existing Correia Middle School campus.

Project Title: Correia Middle School Sports Complex Project

Project Applicant: San Diego Unified School District

Project Description: The District proposes an upgrade to the existing sports complex on the existing Correia Middle School campus within the Peninsula Community of San Diego. The proposed project will be phased and will include the design, construction, and operation of upgraded athletic facilities into a new sports complex of approximately 363,000 square feet. The proposed project components include the following components:

- Construction of four multi-use fields,
- Construction of a new baseball field,
- Installation of field lighting,
- Construction of a two-story classroom building; and,
- Construction of a concession/restroom building.

Project Location: The proposed project site is located within the Peninsula Community Planning Area of the City of San Diego, California, on the campus of Correia Middle School. The site is located at 4302 Valeta Street in San Diego, CA 92107. The proposed project will occur entirely within the existing boundary of the existing school campus and within the current location of the athletic facilities. Figure 1 (on the back) depicts the location of the school site. Figure 1 is also posted on the District's website at:
https://fpcprojects.sandi.net/Pages/Reports.aspx?SchoolName=9304

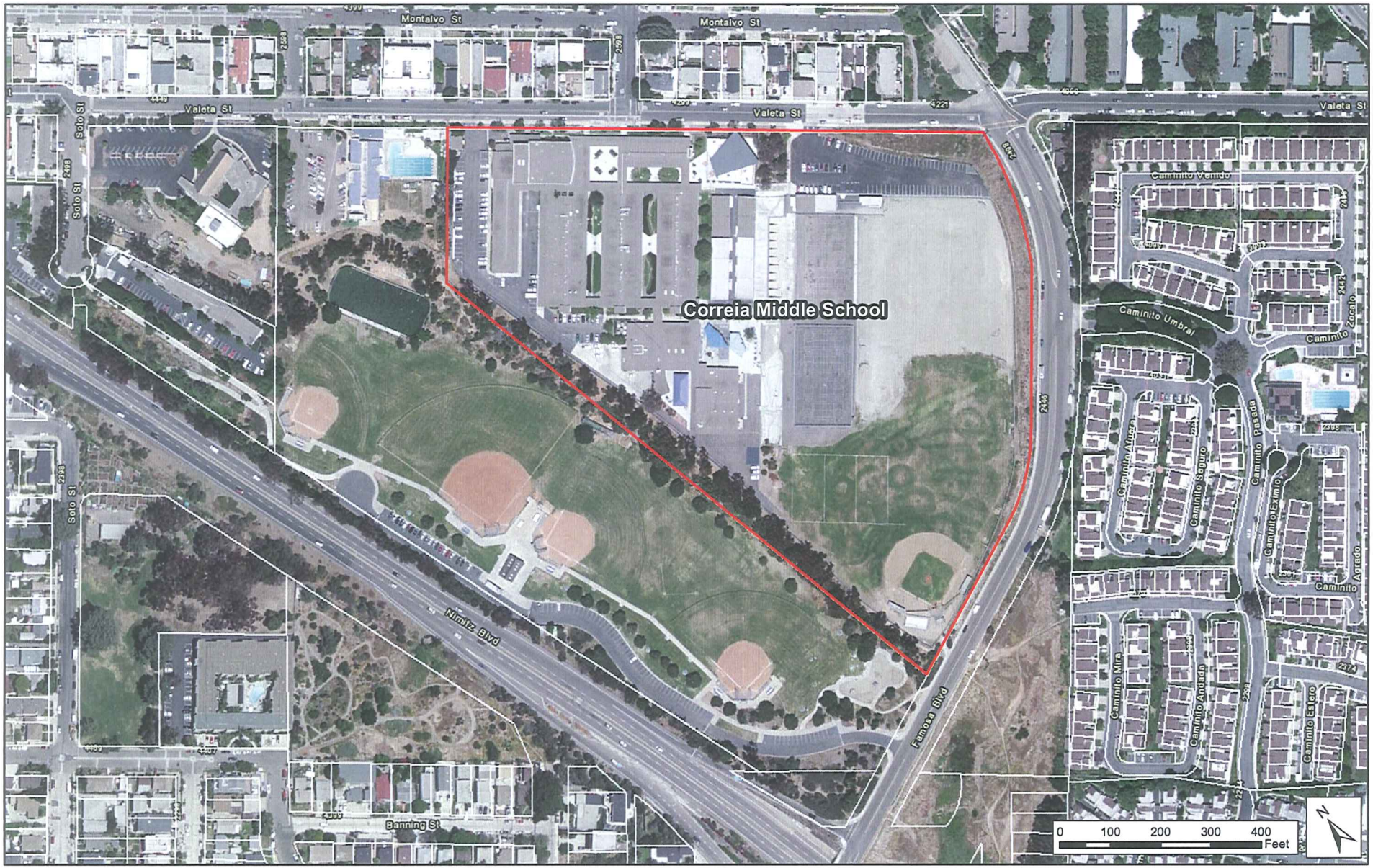
Probable Environmental Effects: Because the District has determined that an EIR will be prepared for the proposed project, an initial study has not been prepared (CEQA Guidelines §15063[a]). Probable environmental impacts that will be analyzed as part of the EIR include: aesthetics/lighting, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, and transportation/traffic/parking.

Pursuant to CEQA Guidelines Section 15082(b), your comments regarding the scope and content of the environmental analysis must be submitted **no later than June 29, 2013**. The public review period is from May 10, 2013, to June 29, 2013. Please send your comments directly to:

Kathie Washington, senior project manager
BRG Consulting, Inc.
304 Ivy Street
San Diego, CA 92101-2030
or via email to: kathie@brginc.net

The District will also hold a public scoping meeting at 6:30 p.m. Wednesday, May 29, 2013, at Correia Middle School Auditorium, 4302 Valeta St., San Diego, CA 92107. The meeting will provide a public forum for information dissemination, identification of issues, and the scope of review to be included in the EIR.

For more information, contact Kathryn Ferrell, environmental coordinator and project manager for San Diego Unified School District, at (858) 627-7298 or kferrell@sandi.net.



SOURCE: Esri, 2013; SanGIS, 2013

4/16/13

BRG CONSULTING, INC.

Correia Middle School Athletic Facilities Upgrades Project

Project Location

FIGURE

1

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Memorandum

Date: May 16, 2013

To: All Reviewing Agencies

From: Scott Morgan, Director

Re: SCH # 2013051030
Correla Middle School Sports Complex Project

On May 13, 2013, the State Clearinghouse submitted the above Notice of Preparation to your agency for review. Per Lead Agency, please note that the project title was incorrect on the Acknowledgement Letter.

The correct project title is:

Correia Middle School Sports Complex Project

We apologize for this error and request that you note the above information for your files. All other project information remains the same.

cc: Kathryn Ferrell
San Diego Unified School District
304 Ivy Street
San Diego, CA 92103-2623

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

May 16, 2013

To: Reviewing Agencies

Re: Correia Middle School Sports Complex Project
SCH# 2013051030

Attached for your review and comment is the Notice of Preparation (NOP) for the Correia Middle School Sports Complex Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Kathryn Ferrell
San Diego Unified School District
304 Ivy Street
San Diego, CA 92103-2623

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2013051030
Project Title Correia Middle School Sports Complex Project
Lead Agency San Diego Unified School District

Type NOP Notice of Preparation

Description The District proposes an upgrade to the existing sports complex on the existing Correia Middle School campus within the Peninsula Community of San Diego. The proposed project will be phased and will include the design, consturction, and operation of upgraded athletic facilities into a new sports complex of appoximately 363,000 square feet.

Lead Agency Contact

Name Kathryn Ferrell
Agency San Diego Unified School District
Phone 858 627 7298 **Fax**
email kferrell@sandi.net
Address 304 Ivy Street
City San Diego **State** CA **Zip** 92103-2623

Project Location

County San Diego
City
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use School campus

Project Issues Aesthetic/Visual; Air Quality; Geologic/Seismic; Soil Erosion/Compaction/Grading; Other Issues; Toxic/Hazardous; Water Quality; Noise; Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Native American Heritage Commission; California Highway Patrol; Caltrans, District 11; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 05/10/2013 **Start of Review** 05/10/2013 **End of Review** 06/10/2013

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOP Distribution List

County: San Diego

SCH# 2013051030

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Nicole Wong
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [x] Dept. of Conservation
  Elizabeth Carpenter
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Dan Foster
- [ ] Central Valley Flood Protection Board
  James Herota
- [ ] Office of Historic Preservation
  Ron Parsons
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [x] Dept. of Water Resources Resources Agency
  Nadell Gayou

Fish and Game

- [ ] Dept. of Fish & Wildlife
  Scott Flint
  Environmental Services Division
- [ ] Fish & Wildlife Region 1
  Donald Koch
- [ ] Fish & Wildlife Region 1E
  Laurie Harnsberger
- [ ] Fish & Wildlife Region 2
  Jeff Drongesen
- [ ] Fish & Wildlife Region 3
  Charles Armor
- [ ] Fish & Wildlife Region 4
  Julie Vance
- [x] Fish & Wildlife Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] Fish & Wildlife Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Wildlife Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Wildlife M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Jeffery Worth
  Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council
  Kevan Samsam

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Michael Machado
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [x] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Jennifer Deleong
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Philip Crimmins
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects
- [ ] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Gary Arnold
- [ ] Caltrans, District 4
  Erik Alm
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [ ] Caltrans, District 7
  Dianna Watson
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [x] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [ ] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Phil Crader
  Division of Water Rights
- [x] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
- [ ] RWQCB 5F
  Central Valley Region (5)
  Fresno Branch Office
- [ ] RWQCB 5R
  Central Valley Region (5)
  Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
- [ ] RWQCB 6V
  Lahontan Region (6)
  Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [x] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

- [ ] _____
  Conservancy

Last Updated 01/08/2013

Subject: Correia Middle School Sports Complex project, Scoping comment
Date: Saturday, May 11, 2013 11:28 PM
From: Jim Peugh <peugh@cox.net>
To: <kathie@brginc.net>, Kathryn Ferrell <kferrell@sandi.net>
Cc: Jim Peugh <peugh@cox.net>, Barbara Peugh <bjpeugh@cox.net>, David Kimball <kimballd@cox.net>, Jim Prine <prine4@cox.net>, Chet Nelson <ynstock@cox.net>

May 11, 2013
Ms. Ferrell of SDUSD
Ms. Washington of BRG,
Please include me on your email list for information and events related to the Correia Campus. I am the Chair of Friends of Famosa Slough, which is immediately downstream of the Campus. I was not informed of your May 29 Scoping meeting or of this NOP. CEQA requires notification of entities that will be directly impacted by the project.

I have obtained Figure 1 from the Notice of Preparation. It shows the location of the campus in general, and not the location of the anticipated development, which makes if impossible to provide informed scoping comments on the EIR. Please provide more specific information on the nature of the project

Famosa Slough receives a huge quantity of sediment, largely decomposed granite, from the current playing fields every rainy season. A few years ago, the District installed a sediment trap to prevent this flow of sediment to the Slough. It is not working and this sediment input continues to degrade the Slough. We urge that any modification of the campus and the playing fields include measures that will actually prevent sediments from the campus from degrading the Slough, and that the EIR acknowledge that impact and include measures to prevent it.

Famosa Slough is a very sensitive coastal wetland. Currently a pair of Federally Endangered light footed clapper rails reside in the south end of Famosa Slough, not far from the campus. It is very important that any outdoor lighting installed on the campus not increase the nighttime light levels at Famosa Slough. Such escaped lighting will increase the likelihood that nocturnal predators will be able to prey on clapper rails and other wildlife at the Slough at night. We urge that the EIR identify the need and measures to prevent any stray lighting from reaching Famosa Slough.

Famosa Slough is also degraded by weeds and weed seeds that escape from the campus. The most obvious is the Russian thistle from the slopes around the School. Please address and identify measures to prevent the flow of non-native seeds and vegetation from the campus to the Slough.

A large volume of litter from the campus flows directly into Famosa Slough, especially during rainfalls, through the campus's stormdrain system. We urge that the EIR include measures that will trap litter before it leaves the campus.

We are also concerned with the flow of the burn ash material from the campus into the Slough. When the concentration and character of burn ash material was measured on the campus, the concentration and character of the material that has been deposited in the Slough from the campus was not measured. This project will have an impact on the vulnerability of the Slough to this material. Please identify this impact, measure its impact on the Slough, and require measures to prevent it as part of the project.

In case of questions we can be reached at peugh@cox.net or 619-224-4591.
Thanks,
James A. Peugh
Chair, Board of Directors
Friends of Famosa Slough

Correia Comment Form

San Diego Unified School District
Correia Middle School Sports Complex Project
Environmental Impact Report

PUBLIC SCOPING MEETING
May 29, 2013, 6:30 pm

On the lines provided below, please list the environmental issues or concerns you feel need to be addressed in the Environmental Impact Report (EIR) for the Correia Middle School Athletic Facilities Upgrades Project. Please be as specific and detailed as possible so that the EIR may address all of your concerns or issues. If necessary, please attach additional pages. Once completed, please submit your written comments to: Ms. Kathie Washington, Senior Project Manager, BRG Consulting, Inc., 304 Ivy Street, San Diego, CA 92101, 619-298-7127, email: kathie@brginc.net. Your comments must be postmarked by **June 29, 2013**. (please print legibly)

Concerns:

- impact of night-time field lights on adjacent condo complexes
- impacts of sound during evening/night events on adj. condo complexes
  - I live at Sea Colony and can see the students on the sports fields during the day. this is not a problem but sound travels even more at night. Prevailing winds are from west + NW. I have heard SeaWorld music + announcements at night but SW has dialed that back substantially
- impact of night-time traffic + parking

Submitted by (please print legibly):

Name: JUDITH A. SWINK	Agency/business/group name (if applicable): self
Address:	Phone number:
City/state/zip: 92107	Date: 5/29/13

Subject: Point Loma High & Correia Middle
Date: Thursday, May 30, 2013 1:22 PM
From: Tacy Armstrong <tacy2@cox.net>
To: <kathie@brginc.net>

Hi Kathie,
I attended the EIR meeting for PL a week ago, but was unable to attend last nights meeting for Correia. Did many people attend? Here are my comments for the two meetings. Thank you, Tacy Armstrong

EIR comments for PL:
1. on campus parking needs to be maximized,
2. consideration of field lighting that disturbs neighbors least is obvious,
3. I don't know if there is anything that can be done to reduce noise for neighbors - maybe acoustic panels on fences that would direct noise back inward, if that exists.
I will need to see further details on the project to know more….for instance ADA elevator, where is it and where will it take people? It seemed that the EIR meeting was generally intended for people to create obstacles to the changes on the field/campus, not to allow anyone to applaud the changes. When will that happen?

EIR comments for Corriea:
1. will the fields project work in conjunction with the slope stabilization project?
2. again lights, if used - should be least obtrusive to neighbors, but neighbors shouldn't be as impacted.
3. many students arrive and leave the campus across the existing field near the baseball field, this entry/exit should continue
4. many students use the wall ball courts in the morning (and perhaps after school), consider keeping them
5. maximize parking

Subject: SDCRAA Comments on Pt Loma HS & Correia MS Athletic Field Improvements EIR NOPs
Date: Wednesday, June 12, 2013 4:29 PM
From: Gowens Ed <egowens@san.org>
To: "kathie@brginc.net" <kathie@brginc.net>
Cc: Kathryn Ferrell <kferrell@sandi.net>

Dear Ms Washington:

As both the primary commercial aviation service provider to the San Diego region and the Airport Land Use Commission (ALUC) for San Diego county, the San Diego County Regional Airport Authority (SDCRAA) offers the following comments with respect to the Notices of Preparation (NOPs) of Environmental Impact Reports (EIRs) for athletic field improvements at Point Loma High School and Correia Middle School.

Federal law (Title 14 of the Code of Federal Regulations, Part 77) requires that prior to the construction of new structures in the vicinity of airports, such projects must be referred via Form 7460-1 to the Federal Aviation Administration (FAA) for that agency's review. Of particular concern to San Diego International Airport (SDIA) are the proposed stadium and field lighting of both improvement projects. These structures can pose potential penetrations to airspace protection surfaces as well as constitute potential distracting hazards to pilot vision. FAA review of the Form 7460-1 applications <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> for these structures will address these concerns.

Additionally, in its capacity as the ALUC, SDCRAA is responsible for evaluating the land use consistency of proposed projects within the airport vicinity (Airport Influence Area, or AIA) with the SDIA Airport Land Use Compatibility Plan (ALUCP). School districts are subject to the statutory requirement (Cal. Pub. Util. Code §21670(f)) to refer projects for consistency determination to the ALUC. Application <http://www.san.org/sdcraa/airport_initiatives/land_use/consistency_determination.aspx> may be made through the SDCRAA website.

Please feel free to contact me further should you have any questions or concerns about the preceding comments. Thank you for the opportunity to provide input on the NOPs for these respective project EIRs. Please keep our agency on the distribution list for subsequent notices related to these and other projects within the SDIA AIA. Further information regarding the boundaries of the AIA may be downloaded from the SDRCAA website <http://www.san.org/sdcraa/airport_initiatives/land_use/GIS_data.aspx> .

Regards,

Ed Gowens

Airport Land Use Commission
San Diego County Regional Airport Authority
Post Office Box 82776
San Diego, California 92138-2776
voice (619) 400-2244
fax (619) 400-2459

All correspondence with this email address is a matter of public record subject to third party review.

Is it worth a tree to print me?